

VIA MARSEILLES]

# The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

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LONDON, MONDAY, JAN 22, 1877.

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## Latest Advices.

PORTS	OUTWARD.		HOMeward.
	From London.	Arrived out.	
<b>JAPAN</b> —Yokohama ... ..	Oct. 20	Dec. 5	Dec. 11*
Yedo ... ..	—	—	9*
Osaka and Niogo ... ..	—	—	—
Hakodadi ... ..	—	—	—
Nagasaki ... ..	—	—	Nov. 25
<b>CHINA</b> —Peking ... ..	—	—	Dec. 9
Tien-tsin ... ..	—	—	27
Chfoo ... ..	—	—	24
New-chwang ... ..	—	—	Dec. 3
Hankow ... ..	—	—	1
Kin-kiang ... ..	—	—	6
Chin-kiang ... ..	—	—	8
Shanghai ... ..	" 20	" 7	" 4
Ningpo ... ..	—	—	" 2
Yuechow ... ..	—	—	" 10
Jorinosa ... ..	—	—	" 11
Amoy ... ..	—	—	" 12
Swanow ... ..	—	—	" 14
Hong Kong ... ..	" 27	" 4	" 12
Canton ... ..	—	—	" 13
Macao ... ..	—	—	" 13
<b>PHILIPPINES</b> —	—	—	—
Manila ... ..	" 13	Nov. 20	" 3
<b>COCHIN-CHINA</b> —	—	—	—
Saigon ... ..	—	—	" 17
<b>SIAM</b> —Bangkok ... ..	—	—	" 15
<b>BORNEO</b> —	—	—	—
Lahman ... ..	—	—	" 17
Sarawak ... ..	—	—	" 17
<b>JAVA</b> —Batavia ... ..	Nov. 10	Dec. 14	" 11
Samarang ... ..	—	—	" 11
Sourabaya ... ..	—	—	" 6
<b>MALACCA STRAITS</b> —	—	—	—
Singapore ... ..	" 17	" 19	" 21
Penang ... ..	" 10	" 9	" 16
<b>CAYLON</b> —	—	—	—
Galle ... ..	Dec. 1	" 25	" 28
Colombo ... ..	—	—	" 27

\* Via San Francisco

## THE MAILS, &c.

The French mail, with the advices dated as above, from China and the Strait Settlements, was delivered, via Marseilles, on Thursday last, the 18th inst., being four days in advance of its due date. The Japan advices have been anticipated by the mail from Yokohama, Dec. 11, received, via San Francisco, on the 17th inst. The next inward (P. and O.) mail from Yokohama 18th, Shanghai 15th, Hong Kong 21st, Singapore 28th Dec., is due, via Brindisi, on Monday next, the 29th inst.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Djennah*, arrived Jan. 16.—From Yokohama: Messrs. Dillon, Kechesille, Lugno, Ormasson, Buffi, Civate, Farfara, Biardi, Misawa, Schene, Michel, Vignone, Voyron, Rossotti. From Shanghai: Messrs. Beveridge, Hyde, Schell, Hardt, Quatzewich. From Hong Kong: Messrs. French, Ashbury, Falconer, De Thiersant, Thompson, Miss Lutz. From Saigon: Mr. Rolland. From Batavia: Miss Tinnet, Miss Klaring. From Singapore: Messrs. Child, Crowe, Windsor, Sirks, Mr. and Mrs. Ramsay. From Galle: Mr. Beeton, Mr. Cameron.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Australia*, from Southampton, Jan. 11.—To Yokohama: Mr. Matsudaira. To Shanghai: Mr. and Mrs. Fletcher and two children. To Hong Kong: Captain G. D. Pittman, and one second-class passenger. To Ceylon: Captain Hinckman, and two second-class passengers.  
Per P. and O. steamer *Pera*, from Brindisi, Jan. 22.—To Shanghai: Mr. A. W. Sayle. To Hong Kong: Mr. G. M. Sayle. To Colombo: Mr. A. Chamberlain.  
Per P. and O. steamer *Poonah*, from Southampton, Jan. 25.—To Hong Kong: Mr. and Mrs. F. White and three children, Mr. and Mrs. I. I. Francis and child, Miss A. Spoor, Rev. C. Clark, Sub. lieut. Hon. H. A. Denison, Sub. lieut. A. H. Shirley, Sub. lieut. W. Y. Anson Comdr. Hon. H. N. Hodd. To Colombo: Mr. R. E. France.  
Per P. and O. steamer *Ceylon*, from Venice, Feb. 2.—To Shanghai: Mr. R. Anderson.  
Per P. and O. steamer *Nepaul*, from Southampton, Feb. 8.—To Yokohama: Mrs. Ellerton and family. To Hong Kong: Lieut. R. J. B. Parkinson, Sub. lieut. A. W. Carter, Mr. J. W. M. Webb, Mr. H. H. Phillips, Mr. L. O. Browning. To Singapore: Major C. E. Squire.  
Per P. and O. steamer *Pekahur*, from Southampton, Feb. 22.—To Hong Kong: Mr. and Mrs. Seaford. To Galle: Mr. H. B. Trafford.

Per P. and O. steamer *Ceylon*, from Brindisi, March 5.—To Penang: Mr. J. H. Brown, Mr. J. Tait.

Per French steamer *Peiho*, from Marseilles, Jan. 28.—To Batavia: Mr. and Mrs. Eilers, Mr. Weynschenk. To Singapore: Mr. Jan de Man. To Colombo: Mr. Thomas, Mr. J. Harper, Mr. and Mrs. J. Smith.

Per French steamer *Djennah*, from Marseilles, Feb. 11.—To Shanghai: Mr. Arranger, Mr. and Mrs. Johnson, Mr. Ristellweber, Mr. and Mrs. Deveria. To Hong Kong: Mr. Forbes Angus, Mr. and Mrs. R. J. Morris, Mr. and Mrs. Cowles, Mr. and Mrs. J. B. Smith. To Singapore: Mr. and Miss Dudenrode.

Per French steamer *Franchilly*, from Marseilles, Feb. 25.—To Shanghai: Mr. and Mrs. Beazley and two children, Mr. W. Howie. To Batavia: Mr. and Mrs. F. B. de la Riviere, Mr. Jockes. To Singapore: Mr. R. P. "Trat, Mr. Vitte.

Per French steamer *Sindh*, from Marseilles, March 11.—To Shanghai: Mr. J. L. Scott, Mr. S. Marsh. To Hong Kong: Mr. F. S. Scott.

Per French steamer *Asa*, from Marseilles, April 8.—To Hong Kong: Mr. C. Sinclair.

Per Nederland Company's steamer *Courai*, from Southampton, Jan. 17.—To Java: Mr. J. F. Snelleman, Mr. D. D. Veth, Mr. Schouw Santvoort, Mr. and Mrs. G. Adams, Mr. and Mrs. H. L. B. Falek, child, Mr. C. K. Rieck, Mr. L. A. J. de Neve, Mr. M. Vollmer, Mr. C. Kind, Mr. W. F. G. L. de Wit, Mr. Vlierboom, Mr. J. O. Schomburg, Mr. J. W. Hensen, Mr. T. Heslenza, Mr. A. Kortenhout, Mr. and Mrs. H. Z. de Bevel and child, Mr. and Mrs. M. J. Honig and six children, Mr. W. F. Fels, Mr. A. L. G. Gohée, Mr. W. E. Ender, Mr. M. C. Peeters, Mr. F. G. A. Reitz, Mr. T. H. Tersteg, Mr. J. C. Israel, Mr. H. L. Borekenhoff, Mr. O. Gelpke, Mr. and Mrs. W. N. Hendriks, Mr. E. G. Bontack, Mr. L. Wolf, Mr. F. A. Hermans, Mr. T. H. Makkins, Mr. P. Bouten, Mr. A. Kees, Mr. C. P. Carcut, Mr. and Mrs. A. Coster and four children, Mr. A. Gulewicz, Mr. L. F. Honig, Mr. Taulenbach, Mr. A. Sterk, Mr. E. Gerritsen, Mr. A. L. Gubels, Mr. J. Van de Klift, Mr. F. J. Kerstons, Mr. B. J. de Vries, Mr. J. Doon, Mr. W. M. Van Beem, Mr. J. Kikkert, Mr. O. L. Iffre, Mr. J. Knupfel, Mr. G. Friebling, Mr. C. Van Hest, Mr. H. C. Jansen, Mr. G. Lap, Mr. J. Van Twisk, Mr. J. J. Messemker, Mr. W. Vellekoop, Mr. P. H. J. Martyn, Mr. G. P. W. Van der Klucht, Mr. J. H. Van der Vet, Mr. R. A. Becker, Mr. S. Wouers Mr. and Mrs. C. A. E. Nech and four children, Mr. C. G. T. Van Erpers Rooyards Mr. A. T. L. le Maitre, Mr. and Mrs. M. C. Sitsen, ten subalterns officers, 250 soldiers.

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

The present French mail brings advices from this port to the 5th December, and we have advices by the Occidental and Oriental Company's steamer *Oceanic*, via San Francisco, six days later, viz., to the 11th December. The P. and O. mail from London, October 13, arrived out on the 29th November, and the following French mail of October 20 on the 5th December. The *Japan Herald* supplies the following items of news:—

A severe disaster has befallen Tokio. On the night of the 29th-30th November a fire broke out in that city, and before it could be extinguished a space of about two and a-half square miles was devastated. A fire is, during the winter months, of almost nightly occurrence in Tokio, but this was of unprecedented magnitude, even surpassing the fire which in April, 1872, originated in the Mikado's castle, and burnt its way between Kiyobashi and Shinbashi down to the sea at Tsukidji. A strong north-west wind was blowing, and drove on the fire in a south-eastern direction with such appalling velocity that by half-past one A.M. part of Tsukidji was in flames. From the house where it originated—it is said through the upsetting of a kerosene lamp—the fire travelled over the Tokaido between Nihonbashi and Kiyobashi, destroyed the quarter lying east to that part of the Tokaido,—the most populous business part of Tokio,—ravaged Shimabara,—whose large theatre is now a thing of the past,—and only stopped at the last canal in Tsukidji. The foreign settlement in Tokio, which was sadly visited by the fire in 1872, has again suffered heavy losses. Messrs. Kniffier and Co.'s large and beautiful compound, formerly belonging to Mr. Heeren, and only recently rented to the Austrian Legation, was burnt down; so were the houses and business premises of Mr. Clatard, Mr. Joseph Ruel, Mr. Charles Hesse, and Mr. Richard MacCance, likewise Dr. Martin's house. This is the third time that Mr. Ruel has been burnt out in Tsukidji. This time we believe he was insured, as were also Messrs. Kniffier and Co., Dr. Martin, and Mr. Clatard. The butcher's shop and general store of Messrs. Hall and Co., enve-

loped as it was in smoke, and an almost unbearable heat, under an incessant rain of falling sparks, embers, and burning wood, only escaped destruction through the strenuous exertions of its occupants. The French Mission's premises have also fortunately been saved. The fire leapt three canals, and the number of houses burnt down can scarcely be computed at less than 9,000; in the area over which the fire raged innumerable godowns are standing unburnt. Many lives were lost, and adjacent to the smoking embers of the great fire Tokio presented an animated appearance next day. The streets were thronged with spectators and houseless people, and with carts, some removing furniture, and some carrying building materials,—for many of the compounds are already fenced in to be built upon anew. The misery and destitution caused by such an extensive fire must be very great. The number of houses destroyed has not been officially declared, but estimates vary from ten to fifteen thousand. Even the lowest of these computations would show that some fifty or sixty thousand people have been rendered homeless. The Government has provided temporary food and refuge for the more destitute, and many of the Japanese are subscribing for the relief of those in distress. A subscription has also been opened at the office of this paper, to which foreigners have liberally responded.

We recently announced the collapse of the insurrection and the departure of the Minister of Justice for the scene of the outbreak to try the rebels. This has now been completed. Mayebara and some dozen others of the principal leaders have been sentenced to be decapitated, and we learn by telegraph that the penalty was carried out on the 3rd December. Of the others many have been condemned to various terms of imprisonment, whilst a still larger number have been released.

Our import market has been very dull since the departure of last steamer, and transactions of all descriptions have been small. In Silk but little has been done, for, although the market at one period showed some activity, this has since subsided. In Tea the demand has been fairly sustained, settlements amounting to nearly 4,000 piculs.

The fourth annual celebration in Yokohama of the festival of Scotland's patron saint was observed on Nov. 30, and, as on former occasions, it took the shape of a dinner at the Grand Hotel. The gathering may be taken as an example of Scotch hospitality, for probably the guests present numbered nearly as many as their hosts. The dinner was presided over by Mr. Cargill, Mr. J. A. Fraser officiating as croupier.

The Government seems determined to prosecute with vigour the attempt to introduce sheep-farming in Japan, additional importations both from China and Australia having taken place. On the other hand, the manufacture of indigo appears to have been the reverse of successful, the native papers reporting that the originator of the scheme has lost \$150,000 in the attempt.

In spite of the supposed abolition of torture in Japan, it would appear that it is still practised, the case of a Chinaman who was recently tortured in Kobe having again called attention to the subject.

The rumoured change in the Press Laws has not yet been announced, and unfortunate editors are prosecuted in the most vindictive manner.

Another effort is about to be made to have our settlement lighted during the winter, the native gas company having made a reduction in their rates.

The U.S.S. *Yantic* left here on the 4th Dec. for Nagasaki, Hong Kong, Batavia, and thence home. The U.S. men-of-war in harbour are the flagship *Tennessee* and the gunboat *Palos*.

It is announced that the Mikado will leave for Kioto about the middle of January.

The *Japan Mail* contains the following items of news:—

The city of Tokio, the scene of so many calamities, has again been visited with one of terrible proportions. A fire broke out on the night of the 29th November, and spread rapidly under the influence of a brisk wind. Before morning dawned an area of something like two and a half miles square had been cleared by the flames, and upwards of seventy streets, composed of over eight thousand houses, destroyed. Allowing an average occupancy of six to a house, fifty thousand persons of all ages must have been rendered homeless, and when regard is had to the number of sick, of very young and very old, embraced by such figures, a sad picture of human misery is produced on the mind. The people bear up with their usual patience and fortitude, and means have been organised for the relief of all immediate distress. But the blow is a crushing one, and will alter the whole complexion of very many lives. Advantage will be taken of the occurrence by the Government to lay out the ground in an improved manner, and make the whole neighbourhood less liable to similar disasters in future. Incendiarism is suspected—we know not whether on strong grounds—and the man on whose premises the fire broke out, a Government hay and straw contractor, is said to be under examination by the police.

Intelligence has reached us of the arrival of the Empress at Kioto on the 14th Dec., where she was received with the utmost demonstrations of loyalty and affection, the people from the surrounding districts having flocked in large numbers to the old capital to welcome her. Extra trains had been put on the line

between Osaka and Kioto, but they they did not afford sufficient accommodation, and large numbers of all classes were disappointed of their intended holiday.

It is officially notified that vessels will be permitted to trade between Japan and the Island of Sagahlien, now Russian territory, in the same way as the coast trade is carried on; that is, vessels will be permitted to enter and clear free of port dues, and carry goods duty free, but all vessels must enter and clear at one of the ports open to foreign trade.

Mr. Tomita Tetsunosuke, the late Japanese Vice-Consul at New York, has been appointed to the post of Consul-General at Shanghai in place of Mr. Shinagawa.

(FROM A CORRESPONDENT.)

YOKOHAMA, DEC. 11.

Once more I avail myself of the Trans-Pacific route to communicate with you, with every probability of my letter reaching you in much less time than it would by the English mail leaving at the same moment. The *Oceanic*, which takes this, sails to-morrow at daylight. She has been docked, overhauled, and painted in Hong Kong, and made the passage thence hither in the splendid time of five days, fourteen hours, and forty minutes. She is expected, and I believe intended, to do her best this trip to San Francisco. What that best may be I leave you to infer from the fact that during the fifteen hours before she came into this port she steamed an average of sixteen knots an hour. The last trip the *City of Peking* made hence to San Francisco took a little over fifteen days. The O. and O. Company mean to try to beat this, and probably the *Oceanic* is intended to make the attempt.

Since the date of my last Tokio has been visited by a most destructive fire—a fire to which even the great one of 1872 can hardly be compared. On the night of the 29th November while a strong northerly wind was blowing, at about eleven o'clock a fire broke out in Sukyacho, in the house of a *heimin*, and rapidly spread to the adjoining buildings, whence it was carried with the most alarming rapidity over the immense area of five or six square miles. Some idea of its magnitude may be formed from the fact that more than 8,000 houses were swept away, and 100,000 people rendered homeless. You can judge of the rapidity of its progress, when I tell you that it was extinguished by eight o'clock next morning. The line of the streets, after the fire, could only be distinguished by the mud-godowns, which in this, as in many instances, proved that they were fire-proof, at least against fires which sweep, as do those in Japan, swiftly over the districts they devastate. An eye-witness of the fire in 1872 in Tokio, told me that it spread, and passed faster than he could walk. The day after this last great fire a subscription list was opened at the *Herald* newspaper office, where in a few days more than \$2,000 was subscribed for the relief of the victims. Only yesterday, I passed over the ground which had been laid bare. Carpenters and joiners were at work, houses had been rebuilt, and in a fortnight from now there will be no trace of the disaster; so rapidly do these Asiatics repair the destruction wrought by great calamity. The flames, I must not forget to mention, spread to the Foreign Concession in Tsukidji, where they burnt down, among a comparatively few houses situated in the north-west corner, the Austrian Legation, on the block owned by Messrs. Kniffler and Co. The Japanese Government, hearing of the loss, sent the Austrian Minister a present of some chairs, and other furniture, in token of its sympathy. Two days after this alarming fire another broke out in a neighbouring district, and destroyed upwards of two hundred houses; but this event, coming so soon after the other, has been here passed over as almost unworthy of notice.

I hear no more of the insurrection. The last act of that drama was played on the 3rd inst., when Mayebara and eleven of his associates knelt down in a blood-pit, and bowed their necks to the sword of the executioner. I can feel sincere regret in some respects for Mayebara; but I do not see how his fate could have been averted. His life was forfeit, and he knew it from the moment of his arrest, and he appears to have met his doom as a brave man should. Some of the native papers, however, do not disguise their contempt for him, not for the fact of his joining and heading the insurrection, not even for his failing in his design, but, forsooth, because, when he failed, he did not open his own abdomen in the orthodox style. So much for public opinion.

People here who have read Sir Charles Dilke's article on English influence in Japan are divided in opinion as to which is the greater, his ignorance or his impudence. His ignorance is evident in every line, as when he speaks of Okubo as Prime Minister. The *Japan Mail* says this error is as venial as if he spoke of Mr. Cross as First Lord of the Treasury, a very correct parallel. But this mistake is by no means the least. Fancy Sir Charles saying that Shimadzu Saburo wrote "*Bemmo*," when he only wrote a short introductory preface to it. A *jinrikisha* coolie in the street could have set him right upon this, or any one of the hundred other mistakes into which his ignorance or carelessness has led him. His impudence has probably never been equalled by any other traveller in Japan; though it is true that nearly every globe-trotter who passes a week here knows more of what takes place than the oldest resident; and sees more



clearly what should and what should not be done than does a careful, thoughtful student who may have devoted years to the study of Japan and its relations, internal and foreign.

General T. B. Van Buren, American Consul-General here, is an accomplished lawyer; and his decisions are generally so accurate, that it is, or appears at least, arrogance on the part of a layman to call any one of them in question. Mr. J. M. Batchelder, an American resident in Tsukidji, bought some lots in that concession, at public auction, in 1870. He paid the first year's ground rent to the Japanese authorities; but declined to pay rent for subsequent years, on the ground that the Japanese, by allowing many foreigners in and out of their employ to reside in Tokio, outside of the concession, had broken their part of the bargain, and so damaged his property, and rendered valueless the improvements he had made upon it. He was sued in the U.S. Consular General Court by an official representing the Tokio-fu. Many witnesses were called by the defence, and the damage alleged was proved beyond a doubt to have been sustained. After some months' delay, General Van Buren has at length given judgment in favour of the defendant. Mr. Batchelder had put in a counter-claim against the Tokio-fu for \$10,000, and though the Consul-General declined to give judgment for this sum "against the representative of a Sovereign State who submitted voluntarily to his jurisdiction," yet he "certified" that the damage had been actually sustained. In other words, he recommended, by inference, that the Government should reimburse the defendant in the suit in the amount he alleged he had lost. Now, I find that, on the evidence, the decision was just. But the Consul-General spoke only of the "Conventions," and said nothing of the leases. Further, only one side of the case was really heard. The Tokio-fu, the plaintiff, was quite unrepresented by foreign counsel; and the Japanese who did appear was not only ignorant of foreign law, but must have but imperfectly understood what was going on. The result of the decision, if it stands, will be to place the Japanese in a most embarrassing position, as far, at least, as regards American citizens who have leases from them. I hardly think other Consuls would follow General Van Buren in similar cases which might be brought before them. But it seems as though Americans living in Foreign Concessions in Japan can avoid paying ground-rent because others are allowed to live outside the Concessions. Surely it is reasonable to suppose that a Sovereign State has the right to allow foreigners to live where it chooses, and in the Conventions I do not find that Japan disclaims this right. Certainly she never meant to injure herself with her own regulations. I believe the matter is to be appealed, when the Tokio-fu will employ foreign counsel. I trust that this will turn out to be true, though I did hear to-day that a probability exists of the matter being settled in another way.

About 120,000 silk-worms egg cards go to Europe by the *Oceanic*, many on account of Japanese. The season is now closed, and the Japanese have had the best of it. They will send no more cards, in order to avoid possible injury to their consignments already made. The native Banks have controlled the market, and have been successful in keeping up the prices, so that Europeans have hardly been able to operate at all.

## CHINA.

### TIENTSIN.

A correspondent of the *North China Herald* writes from this port as follows:—

The weather still continues fine, with only a little ice along the edges of the river in the early morning. A great many poor people are about, who have come in from the country seeking employment and food. Accounts from the interior show that the peasantry are likely to have a hard time of it this winter. The autumn crops prove a comparative failure, and will be barely sufficient to maintain life till the coming spring.

We are glad to learn that the *Lapping* has received no serious injury. She was thrown almost high and dry on a shingly beach, where at low tide she has only about a foot of water forward and none aft. It is thought she will receive no harm as she lies, if not dug out till the spring. The officers and crew are well, not having been injured in the least. The *Cerulea*, which arrived on the 25th November, is expected to winter here.

It is said that Messrs. Jardine, Matheson and Co. will not retain a separate agency here after this season, but that their business will be transferred to the firm of Messrs. J. Hatch and Co., who will occupy the premises of the former company.

The *Alpha* and *Beta* left for Takoo on the 27th November, en route for Foochow. The Viceroy went to Takoo to witness the discharging of the large guns of these vessels before their departure. They still fly the English flag.

The China Merchants' Steam Navigation Company has bought the premises on the bund formerly occupied by the late Mr. Hanna. The Company has now a very large property of houses and godowns in Tientsin.

### HANKOW.

A fire of considerable magnitude occurred in the northern suburbs of Hankow, just off the concession, on the night of the

29th Nov. It broke out in a mat-shop near the London Mission Hospital, and as there was a slight wind blowing it speedily communicated itself to the surrounding buildings, which were made of similar combustible material. Without loss of much time a party of officers and sailors from H.M.S. *Keatrel* was on the spot, and by hard fighting succeeded in getting the mastery of the flames. At one time great fears were entertained for the safety of a brick tea-manufactory belonging to a Russian firm, as well as for the London Mission Hospital, as the flames were blowing directly towards these buildings; but just at the right moment the wind died away, thus saving a great amount of property.

### CANTON.

The *Daily Press* correspondent writes under date of the 12th Dec. :—

A military review was held on the Northern Parade Ground the other day. There were about 500 soldiers on the ground, who were put through various manœuvres, and sword and gun exercise. The practice was fairly well gone through, that is, of course, for Chinese.

I hear of a disturbance at Fatsan between gamblers and "squeezers." I have not learned the details of the affair, but it appears a very warm fight took place, each party numbering, it is said, from three to four hundred. A number of persons were severely wounded, three or four, it is feared, fatally.

The result of the Kwang-tung province military examination for the Yin degree will be made known on the morning of the 14th inst. The candidates numbered about 3,000, and it is rumoured that out of this number fifty-nine only have been successful.

A young man was robbed of Tls. 200 the other day in a rather heartless manner. His father had just died, leaving a deposit of this amount in the bank. The son went to draw this money, and returning home with it went into a tea shop for some refreshment. Whilst there he met a friend, who, not being aware of the loss his companion had sustained in the death of his father, asked him how that worthy was. In reply to this the information was given that the old man was dead, and the son added that he had just been to draw his money from the bank and had the Tls. 200 with him. This candour proved to be rather injudicious, for the conversation was overheard by some thieves, who followed the man with the money to his house. They went in after him and demanded the cash. As they were armed and he had no means of defending himself, he quietly gave it up. After they were gone he raised an outcry, but the thieves were lost in the crowd and escaped.

### SHANGHAI.

The present mail brings advices from this port to the 8th December; the French mail from London Oct. 20 was received on the 7th December. The *North China Herald* contains the following summary of news:—

Some serious disturbances occurred on the railroad, on the 4th Dec., in the neighbourhood of Woosung. A mob of country people gathered and heaped ballast on the rails, an attack was threatened on a station, and another suicide was attempted. Fortunately no accident resulted from the first attempt, the second was repelled by the pluck of the station-master, and the last was defeated by the caution of the engine-driver. The ring-leaders of the rioters were arrested, and the would-be suicide is also in custody. In consequence of the attempt to damage the line, the latest trains, which run in the dark, will be discontinued for a few days. A preliminary inquiry into the matter has been held at the Mixed Court, but did not throw very much light upon it. So far as appeared, the row was simply between two sets of coolies, one of whom was jealous of the other's *pinyin*. No one would confess to any knowledge how the ballast got piled up on the rails. The would-be suicide gave a vague statement of his motives, which very fairly simulated mania. The other accused persons made contradictory statements and the case was adjourned *sine die*, all the prisoners being left in custody of the Municipal Police.

The names of the following gentlemen are associated with a proposed testimonial to Mr. W. H. Medhurst, H.B.M.'s Consul, on his retirement from that office and approaching departure home:—Messrs. J. Bell Irving, M. S. Gubbay, A. A. Krauss, F. H. Bell, A. G. Wood, W. H. Tapp, W. A. Turnbull, E. Henderson, M.D., G. B. Glover, E. Cameron, A. Hennequin, R. A. Mowat, Chevalier de Boleslawski, A. Lind, L. Ewald, J. Hart, W. S. Fitz, R. T. Rennie, W. H. Lavers, F. Hubbé, J. G. Purdon, F. W. Lemarchand, and John Wilson. A meeting in furtherance of the proposal has been held, at the Azra Bank, at which nearly all the above-named were present, when it was resolved to present a suitable testimonial and address to Mr. Medhurst, and the following committee was appointed to make the necessary arrangements:—Dr. Henderson, Messrs. A. A. Krauss, W. A. Turnbull, G. B. Glover, and F. W. Lemarchand.

A new schooner was launched on the 6th Dec. at the Old Dock; she is to be called the *Franzisa*, carries the German flag, and has been built by Messrs. Farnham and Co. for Captain Hershheim, for the South Sea trade. Her deck length is 72 feet, while

at the water line she measures 65 feet. She is 17 feet 6 inches wide, 7 feet 3 inches deep, her draught when empty 4 feet 6 inches, and when laden about 7 feet 6 inches. Her cargo capacity is 80 tons dead weight, and the same quantity measurement. Her keel is of one solid piece of timber, and altogether she has the appearance of a strongly-built craft. Between twenty and thirty spectators assembled to see her take the water. Everything was in readiness, and when the dog-shores were knocked away, she glided into the river without the slightest hitch or difficulty. We believe that she is the first vessel that has been built in Shanghai for the South Sea trade.

The *Appin*, which leaves on Dec. 8 for Tientsin, is likely to be about the last for the season. The S.S.N. Company's steamers *Paoting* and *Shantung*, and the C.C.S.N. Company's steamer *Haining*, are taken off the berth; hence it may be inferred that no more steamers will leave for that port until the winter is over. We have not yet heard of ice in the Peiho river except near the banks, but recent northerly gales indicate that severe weather might be daily expected. Mails for Peking, Tientsin, and Newchwang will be made up this winter in the usual manner at the Custom-house, and despatched, *via* Chinkiang, after the arrival of each European and American mail. No newspapers will be sent to Tientsin or Newchwang; and none to Peking, excepting for the Legations and Inspectorate-General of Customs.

A meeting of shareholders in the French Gas Company has been held, to confirm the election of Mr. Morel as director, and to elect an auditor in his stead. The election was confirmed, and Mr. Viuay was appointed auditor. The opportunity was also taken to discuss some statements which Dr. Pichon had made regarding the position of the Company, and which were shown to be based on misapprehensions. A vote of confidence in the directors was proposed by Mr. F. G. White, seconded by Mr. Peters, and carried unanimously.

The annual meeting of the members of the Shanghai Gymnasium has been held at the Main Guard. There were twenty members present. Mr. Harvie presided. The Hon. Secretary, Mr. S. Voelkel, read the financial statement, which, owing to the absence of a quorum on two occasions last year, was for two years. It showed that there was a balance in hand of \$213.58, together with a reserve fund in the Hong Kong and Shanghai Bank of \$528.67. On the motion of Sir William Johnston, seconded by Mr. Fabris, Messrs. Holliday, Anderson, Harvie, Ruttman, and Voelkel were appointed a committee for the ensuing year.

The first lecture of the series to be delivered during the winter, in connection with the Shanghai Temperance Society, was given in the Hall on the 6th Dec. The lecturer was the Rev. W. Speer, D.D., of Philadelphia, who had chosen for his subject "The American Centennial."

On the 4th Dec. the first Paper Hunt of the season was held; it was won by Mr. Ogle, a light-weight, Mr. Hinckley coming in second. Mr. Brandt was nearly winning the heavy-weight prize, but his pony fell when near home.

We understand that members of H.M.'s Consular service will shortly visit the new ports, to select and report on suitable sites for foreign Settlements. Mr. Davenport is likely to go to Wulu and Wenchow, and Mr. King to Ichang.

The members of the Club Concordia Liedertafel and Theatre Verein gave their first performance of the present season on the 5th December. The pleasant little theatre had been repainted and decorated, and presented a cheerful appearance.

A Naval Court held at Chefoo, to inquire into the loss of the British barque *Salucia*, outside Newchwang, has acquitted the master and officers of blame.

The gunboat *Frolic*, which is expected here shortly from the North, is likely to be stationed at Chinkiang.

The yacht *Nimrod* has been sold at auction for Tls. 370.

The *Celestial Empire* supplies the subjoined items of intelligence:—

No news has been as yet received from home of the ratification of the Chefoo Convention. Probably that happy consummation will not be so speedily arrived at. We mentioned more than a month ago that the Foreign Ministers at Peking were dissatisfied with several articles of the Convention, notably those which involved the legislation of *likin* and those in which the Chinese Government was referred to them for their opinion on certain questions of diplomatic etiquette. The Diplomatic Corps at Peking is perhaps not altogether the most united and loving body of men in China—excepting over the dinner-table—and in this respect offer rather a strong contrast to the Court of Consuls in Shanghai. But on this matter the Ministers seem to be agreed, and have made protests, more or less strenuous, to their respective Governments, against the acceptance of the new Convention. It seems possible therefore that before Her Majesty's Government can ratify the agreement in full it may deem it advisable to defer to the other European Powers which are represented at the Court of Peking, as they have also a stake in the matter.

Iron of excellent quality has been found in Chihli, not far from the east end of the Great Wall. The quality is good, but not equal to that in the hills east of Peking, which is of the finest kind. The new-found iron ore, however, is suitable for most purposes, and can be made into pigs, or bars, or plates at a very

low cost, as coal fit for smelting abounds in close contiguity to the beds of ironstone. One million of taels, if judiciously expended, would found a most valuable industry in the province of Chihli. It is said that for the present the five mines near to the eastern and western hills will not be used, on account of nearness to the Imperial tombs. The iron recently discovered near to the Great Wall's eastern end is of the black band sort, but the ores of the east and west hills are of the hematite, spathic, and limonite kinds, and very rich.

The Day of Intercession for Missions has been observed at Trinity Cathedral. The sermon was preached by the Very Rev. the Dean, the lessons being read by the Rev. William Muirhead. The collections made after the morning and evening services amounted to \$425. This may be considered very satisfactory, as the entire amount required was only \$500. The funds are to be applied to the erection of a church, in connection with a recently-established training college for young men who contemplate joining the native ministry at Ningpo.

Business in Piece goods has continued quiet, and notwithstanding telegraphic advices of higher prices in Manchester there is evidently more disposition evinced by sellers to realise than by dealers to purchase. A decline of two to three taels in Black Teas has induced some business, which has been limited, however, by the steady advance in exchange. Prices are now from one to two taels below last year's for similar teas. Not a single settlement has been effected in Green Teas. With the exception of a small demand for No. 5 Tsaltees, at Tls. 450 to 460 (21s. 6d. to 22s.), there is no change to note in the position of the Silk Market.

#### HONG KONG.

The French mail brings dates from the above port to the 14th Dec.

The finding of the Naval Court of Inquiry with reference to the collision between the steamer *Leonor* and the American barque *Frances Leven*, which resulted in the sinking of the latter, has been published. The Court find the third mate, Mr. Harry Thomas Wavell, officer of the watch of the *Leonor*, guilty of great negligence in leaving the bridge, and in not adopting the proper means to avoid the collision when first he saw the *Frances Leven's* light, and directs that Mr. Wavell's certificate of competency (No. 441, Hong Kong) be suspended for twelve months from this date. It is also of opinion that the master, Matthew Young (No. of certificate of competency 32,637), although not called until a collision was unavoidable, did not evince that readiness to meet the emergency which he should have shown, but the Court sees no reason for suspending Capt. Young's certificate. It considers that after the collision the masters and officers of the *Leonor* did all in their power to rescue the officers and crew of the sunken vessel.

A robbery of a somewhat extensive character has taken place at the auction-room of Mr. Guides. On the morning of the 12th December it was entered by thieves, who carried off property, in the shape of chains, watches, and notes, to the value of \$400. To get to the safe in which the articles were kept the burglars had to open three of Chubb's padlocks. A case of jewellery was left untouched, having apparently escaped their observation. Two coolies in his employ and two belonging to Mr. Achee are suspected, as they have disappeared. Information was given to the police, and rewards for the apprehension of the absconding coolies offered. A coolie who slept in the same room with the four chair coolies who have absconded has been arrested, as it is suspected he knows something of the matter.

Upon telegraphic information being received from Copenhagen that Mr. H. Kiær had been appointed Consul for Denmark in the colony, the Danish residents and captains in port gave a complimentary dinner to that gentleman in the City Hall.

A notification in the *Gazette* states that the police rate has been fixed for the year 1877 at 7½ per cent. for houses in the city of Victoria, and at 5 per cent. for houses in British Kowloon and the outlying villages of the colony, and the lighting rate at 1½ per cent., the fire brigade rate at ¾ per cent., and the water rate at 2 per cent. per annum for houses in Victoria. The police, lighting, fire brigade, and water rates will be payable quarterly in advance at the Colonial Treasury between the first and last days of the first month in each quarter.

The *Daily Press* makes the following comments with reference to an old trouble in China:—It is satisfactory to note that the magistrates are anxious to put down the practice to which sampan and other boat people are addicted, of obstructing the fairway of steamers when entering port. Mr. Stewart fined two boat-owners at the Police-court for this offence, and pointed out the folly and danger of such a course. Not only does it entail a great deal of worry and annoyance to the masters of vessels, and renders it difficult for them to get to their moorings, but the occupants of the boats also place themselves in considerable peril. The efforts that captains have to make to keep clear of the small craft which swarm round their steamers as soon as they enter the harbour are sufficient to try anyone's patience, and it speaks well for their care and humanity that so few of their tormentors are run down or capsized. But it is certainly hard that they should be under the necessity of exercising such vigilance merely to avoid injuring boats which often purposely obstruct them.



A correspondent writes:—General regret is felt at the approaching departure of Sir A. Kennedy, who has gained much popularity among all classes. It is noticeable that the *Daily Press*, which is seldom over-laudatory of officials, and is, in fact, the recognised opposition paper, acknowledges in handsome terms the obligation the colony lies under to him. Although for my own part I do not agree with all that Sir Arthur has done, I think he fully deserves his popularity and has had the welfare of Hong Kong and the dignity of the English nation fully at heart in all the measures he has adopted—many of which have the merit of being thoroughly well considered and sound. I may perhaps without impropriety add, that he possessed the merit, which is not found in all governors, of being constantly and universally courteous and considerate.

### COCHIN CHINA.

#### SAIGON.

The *Independant* of the 15th December has the following:—Dr. Harmond, the indefatigable explorer, left Pnum-peuh on the 4th of this month to explore for a second time, in a scientific and archaeological point of view, Upper Cambodia and Laos. Our readers are aware that Dr. Harmond has been instructed to make this exploration by the Minister of Public Instruction, the Committee of the Museum of Natural History, and the Geographical Society of Paris. The plan of our young and intrepid explorer is to go from Pnum-peuh to Somboc, to traverse the formidable rapids of the Meikong, to enter Laos, to traverse Annam, and to come out into Tonquin. The difficulties which Dr. Harmond will encounter on the route are large; the principal will be to ascertain if he can succeed in crossing the frontiers of Cambodia without opposition, as it is not to be forgotten that in May the Cambodian rebels occupied the frontier and prevented Dr. Harmond from going further. We learn from an undoubted source that the rebels do not any longer occupy these passages; that the presence of the Viceroy Ouperat, with a troop of 5,000 men, has put to flight in another direction the Pretender Savolta, and we venture to hope that no obstacle will impede our courageous traveller in his researches; but the greatest difficulty for him will be to cross Annam in order to arrive in Tonquin. Whatever may be the result, we cannot but admire the courage and constancy of Dr. Harmond in his new exploration, above all when we see him depart under circumstances which might have caused the bravest to pause. He has left without any companion—that is, no European accompanied him; and, in order not to burden himself with too great supplies, he has taken with him neither flour, biscuit, sugar, nor wine: he has thought it his duty to sacrifice his comfort to science. We cannot conclude without adding that Dr. Harmond has received at the hands of the King of Cambodia all that he could hope from this Sovereign, who kindly placed at his disposal a steam-launch to accelerate his arrival at Somboc, where the first rapids are encountered. His Majesty has also given with his own hand to Dr. Harmond letters of introduction both to the Viceroy and to the Governors of Provinces of Cambodia, in order to afford Dr. Harmond all the aid he has a right to expect.

The elections for the new Municipal Council were going on at Saigon when the mail left, and appear to be attracting more than usual interest.

### BORNEO.

#### SARAWAK.

The *Sarawak Gazette* of the 14th December gives the following:—

The news from the Batang Lupar Residency contained in the Resident's despatch is most important, and plainly points to the death blow of the many troubles which the Sarawak and Netherlands Governments have had in dealing with the large and wandering tribe which take their name from Batang Lupar. This tribe for many years has inhabited a tract of country both on Kapuas and in the interior of Sarawak, covering an area of between two and three hundred miles. We may confidently state it is the desire of the Sarawak Government to earnestly second the efforts of the Netherlands officials in the Kapuas in regulating these Dyaks. A consistent course of policy, maintained with *bona fide* sincerity, apart from any petty feelings of jealousy between the officials who have to act principally with the people in question, cannot fail to foster a mutual impression of goodwill among all, and this will go far to make matters run smoothly in future in the interior.

The Borneo Company have been obliged to stop their operations, at the order of the Court of Westminster, pending the suit of Mr. L. V. Helms, late manager of that Company in this country. The Company's Offices are closed to all mercantile and monetary transactions. The mining of the quicksilver and antimony veins are at a standstill, owing to all the coolies—numbering 700—having been paid off. The building of a new brick office, half finished, remains exposed to the coming N.E. monsoon, and a large staff of Europeans, under agreement to the Company on high salaries, are doing nothing. This unlooked for stoppage, after over twenty years' steady and active business in

this country, may not prove very serious in the long run, but it must cause great loss to many parties, apart from the Company itself, and do the country generally a considerable amount of harm. The coolies will seek other employment, and many leave the country and when the operations are renewed fresh ones will have to be found and taught mining, and the many other branches of labour.

### SIAM.

#### BANGKOK.

The *Siam Weekly Advertiser* of Dec. 22 states:—

The King is taking very stern measures with those who get their living by plunder, and beat and kill without scruple to secure their ends. A few weeks since there were several executions of Siamese, who plundered subjects of British Burmah on their route from Siam to their own country. In cases of execution the criminals first receive ninety lashes. In this case the British Consul General begged the whipping should be omitted. The last Government *Gazette* speaks of three executions where the ninety lashes were received. The criminals were people of Rachaburi, and their deeds were committed there—seven others implicated received thirty lashes, were branded in the forehead and imprisoned. Some implicated in receiving stolen property were whipped, and an account of their deeds written down and placed on their persons, and they exposed in a public place as a warning to others. One would think people would fear to do wrong, if they did not love to do right.

### STRAITS SETTLEMENTS.

#### SINGAPORE.

The present P. and O. mail brings advices from this port to the 21st December; the French mail from London Nov. 17 was received on the 19th December. We take the following items of intelligence from the *Straits Times*:—

There has been some serious rioting in Market-street, organised by some Chinese rowdies. Mr. Maxwell, Superintendent of Police, happened to be about the neighbourhood, when he found the rioters attacking the Market-street Police-office, and upon his attempting, while alone and unarmed, to remonstrate with them he was knocked down, and while in this position most cruelly battered with sticks, stones, and broken bottles. It is a miracle how he escaped with his life. At a meeting of the Legislative Council a discussion took place relative to the riots. The authorities, having ordered the arrest of about twenty towkays, who, it is suspected, were concerned in the instigation of the riots, found that the powers of dealing with them were confined, and thereupon the Governor applied to the Council for special powers in the face of the present state of affairs. This was opposed by the unofficial members, on the grounds that it might be styled panic-stricken legislation, and it was advanced that the Government should have been conscious of their powers before, and not come forward, as in the present instance, at the last moment, for additional laws, when there was no proper opportunity for consideration or discussion. The Governor said that the unfortunate dupes of these crafty leaders were the sufferers; that some of them had lost their lives and others their liberty, whilst the really guilty parties would escape, unless, as in other colonies, power was given to the Government to deport them if they were found guilty of instigating riots against the authorities. He felt that measures should be taken which would put outside probability any repetition of the proceedings. After considerable discussion, it was eventually arranged that the further consideration of the matter should be postponed until after inquiry into the conduct of the towkays now in custody.

The police force to the number of 150 men and the various officers, were paraded on the 18th Dec., under the command of Mr. Superintendent Maxwell, in front of the Central Police Station, for the purpose of being reviewed by the Governor. His Excellency, having inspected the men, thus addressed them:—

I desire to express to Mr. Superintendent Maxwell, the officers, non-commissioned officers, and men of the force my high appreciation of their gallant conduct during the recent disturbance. Whilst using every endeavour to quell disorder without having recourse to unnecessary force, their steadiness and discipline were exhibited in a remarkable degree when, in consequence of repeated and dangerous assaults by overwhelming bodies, they were obliged to fire upon the rioters in self-defence. I congratulate the police that owing mainly to their efficient action the disturbances in the town have entirely ceased, and that there is now no probability of further rioting. I feel sure that should the necessity ever unfortunately again arise the Singapore police will act as steadily, as gallantly, and as efficiently, as they have acted within the last few days. I have desired that an extra week's pay be granted to the whole Singapore Police Force.

It must be satisfactory to the force that their services have been appreciated from all quarters, and the public will endorse the assertions of his Excellency. It has not yet been decided what course shall be adopted towards dealing with twelve of the rioters, who are detained on board the *Pluto*. We are glad to

DEPARTURES.—Jan. 19, from London, for Colombo, Medusa; for Rangoon, Omega; 17, from Sunderland, for Singapore, Caldwell.



**PASSED SUEZ CANAL.**—Jan. 18, Gloria, from Manila, for Liverpool.  
**SPOKEN.**—Rossini, Colombo to London, Nov. 12, 22.22 S., 67.49 E.; Kitty, Batavia to Amsterdam, Nov. 23, 23.40 S., 57.23 E.

**CASUALTIES.**—Falmouth, Jan. 17, the C. R. Bishop, Warnken, from London for Hong Kong (general cargo), has put in here leaky. Hong Kong, Dec. 8, the Vanadis, Russian ship, from Cardiff, reports having encountered a hurricane on Nov. 27, off the north end of Pelew Islands, when she lost several sails, and had decks swept.

**MISCELLANEOUS.**—Cowes, Jan. 17, the Anna, Overclift, from Rotterdam for Sourabaya, which put in here on Dec. 29 leaky, has been towed into Southampton, where she will discharge and repair. Malta, Jan. 18, sailed, Macgregor (str.), for Shanghai, from London. Singapore, Dec. 14, the Baciccia, for Marseilles, which put back here after collision, has finished her repairs, and proceeds to-day. Saigon, Dec. 18, the Pardo (str.), which left this port Nov. 25 for Hong Kong, has not, according to the latest advices, arrived at that port.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

**BUCHANAN.**—On the 18th Jan., at Shanghai, Mrs. James Buchanan, of a son.  
**HALDANE.**—On the 11th Jan., at Glenageles, Ceylon, Mrs. R. C. Haldane, of a son.  
**LAIRD.**—On the 12th Jan., at 61, Hamilton-square, Birkenhead, the wife of William Laird, of a son.  
**LAND.**—On the 6th Dec., at Ningpo, the wife of J. M. Land, of H.M. Customs' Service, of a son.  
**McLEAN.**—On the 14th Jan., at Castle House, Snresbrook, the wife of David McLean, of a daughter.  
**McLEAN.**—On the 17th Jan., at 38, Westbourne-terrace, Hyde-park, the wife of N. McLean, of a son.  
**MANLEY.**—On the 10th Nov., at Yokohama, the wife of E. H. R. Manley, of a son.  
**SIDFORD.**—On the 15th Jan., at Larunda, 63, Grosvenor-road, Rathmines, Dublin, the wife of Henry, Francis Sidford, Chinese Imperial Customs' Service, of a son.  
**SIMPSON.**—On the 28th Nov., at Shanghai, the wife of James Simpson, of a daughter.

### MARRIAGES.

**MARQUIS-MARON.**—On the 9th Jan., at St. George's Church, Penang, by the Rev. Mr. Ferson, Alexander Marquis, of Glasgow, to Elizabeth, daughter of the late John Mason, Edinburgh.  
**POWELL-DOGGETT.**—On 9th Jan., at St. John's, Hackney, by Rev. W. W. Hawkins, M.A., British Chaplain of Foochow, Charles Smer Powell, of Amoy, fourth son of the late Henry Powell, M.D., of Finsbury-square, to Florence Maude, eldest daughter of the late Frederick William Doggett, of Dalston and the Borough.

### DEATHS.

**CAREY.**—On the 7th Jan., at Colombo, Marianne, wife of Arthur Edward Carey, of Guernsey, aged 39.  
**LOGIN.**—On the 16th Dec., at Galle, Edward William Spencer Login, Indian Finance Department, eldest son of the late Sir John S. Login, Guardian of H. H. the Maharajah Duleep Singh.  
**RAMSEY.**—On the 16th Dec., at Swatow, Mary Anne, wife of Captain Henry Ramsey, of South Shields, aged 43 years.

## ST. ANDREW'S WATERSIDE MISSION, GRAVESEND.

(To the Editor of the London and China Telegraph.)

SIR,—I have been requested by the Committee of the Sailors' Mission at Yokohama to obtain for them a grant of £120 a year from the St. Andrew's Waterside Church Mission, in order that they may retain the services of an excellent Missionary who has for some time been doing good work among the sailors there, to the satisfaction of the Committee, and also with the full approval of Admiral Ryder, the Commander-in-Chief on the Station. Hitherto we have only been able to grant £25, and send out supplies of books for distribution. By the last mail the Chaplain writes, "The Committee also wish me to state how difficult it is in a small and mixed community like this to raise money for such a purpose, and they greatly hope that you will be able to give us the assurance of a fixed grant from the Society of not less than \$25 a month." This is more reasonable; and as the work to be done is very important, and the influence of sailors, for good or evil, in a large foreign port is worth a great deal of attention by all who are interested in and responsible for the trade, I should be glad to be able to give a favourable answer; but this must depend upon the aid we receive before the next meeting of our standing committee, by which all the new grants must be made. Any contributions sent for a special destination will, of course, be duly applied, whether it be for China or Japan.

I may mention that there are few ships or steamers which sail from London to the East that are not already brought under the influence of the St. Andrew's Waterside Mission; most of them carry our Library Boxes, some are supplied by us with books for service, and all are visited by the Mission clergy either in the docks or at Gravesend; therefore if the influence begun in England is continued in the ports abroad, as well as on the voyage, by the medium of the books lent or distributed, the work is more thoroughly done, and the effect likely to be proportionately great.

This Mission has mission curates attached to the principal dock parishes on both sides of the Thames, and has supplied upwards of 2,000 ships with libraries for their crews. It received upwards of 25,000 volumes of books last year, besides large quantities of magazines, illustrated papers and tracts for distribution, and it has agencies in many foreign ports. Captains, officers and pilots all testify to the good that is being done by it. Several of the old China residents have been amongst its best supporters, and for the last twelve years it has been steadily increasing in influence, and has always been managed as a labour of love. About 60,000 persons come under its influence in the course of a year at Gravesend alone. Cheques should be crossed London and County Bank, and Post-office orders be made payable at Gravesend. Gifts of books of all kinds may be sent to the Depot, 36, City Chambers, Railway-place, Fenchurch-street.—I am, Sir, your faithful servant,

JOHN SCARTH, Hon. Sec.,  
 Vicar of Holy Trinity, Gravesend.

The Eastern Telegraph Company's station has been removed from 74, Old Broad-street to more commodious premises (nearly opposite) at No. 11, Old Broad-street.

Mrs. J. ASHBURY, M.P., arrived in London on Thursday from China.

## Naval and Military.

The Queer has confirmed the appointment of Brevet Major S. G. Huskisson, 80th Regiment, as aide-de-camp to Major-General the Hon. F. Colborne, K.C.B., commanding at Hong Kong. Lieut. Colonel W. J. Stuart, R.E., has been appointed commanding Royal Engineers at Hong Kong, vice Colonel J. Y. Moggridge. Permission has been granted for Lieut.-Colonel L. F. Hall to continue in command of the Royal Artillery at Hong Kong.

The Wild Swan, 6-gun, composite sloop, will shortly be commissioned for service on the China Station.

A court-martial was held at Hong Kong on the 13th ult., on board the Victor Emmanuel, upon Navigating-Lieut. Ballistom and Lieut. Pike, of the Vigilant, in connection with the defalcations of the late Assist.-Paymaster of that ship, and both those officers were honourably acquitted. At a court-martial held on the 12th ult., Assist.-Paymaster G. Spain, of the Ringdove, was sentenced to nine months' imprisonment, and to be dismissed the service for defalcations in his accounts.

Another old wooden vessel will soon disappear from the Navy—the Scout, 17, screw corvette, 2,187 tons, 1,327-horse power, which has been floated into dock at Chatham Dockyard to be broken up, having been pronounced unfit for further service. Her engines and boilers had been previously removed, to be re-manufactured for other uses. The Barossa, 17, gun sloop, which for some years formed one of the China Squadron has just, been broken up in the dock now occupied by the Scout.

The Gazette notifies the reconstitution of the Admiralty Board as follows:—The Right Hon. George Ward Hunt, Admiral Sir Hastings Reginald Yelverton, G.C.B., Rear-Admiral Arthur William Acland Hood, C.B., Rear-Admiral Richard James Meade (commonly called Lord Gilford), and Sir Lopes Massey Lopes, Bart.

The Dwarf, 4, double screw composite gun-vessel, Commander the Hon. Edward S. Dawson, which recently returned from the China Station, was paid off at Portsmouth on the 16th inst. by the Hon. W. C. Carpenter, of the Duke of Wellington, and will be placed in the third division of the Steam Reserve.

Lieut. Raymond B. Needham has been appointed to the Victor Emmanuel on the China Station.

## HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, JAN. 17

A very noisy question about which a good deal was said in the papers has just been terminated. Some time ago steps were taken by a judge at Bois-le-Duc, Mr. D'Aulnis de Bourouil, in order to forbid the Catholics in the province of Limburg from organising processions in the streets. This proceeding made the population angry, although it was quite according to the law. The local papers suggested that this judicial functionary ought to be dismissed. A fortnight ago it was suddenly rumoured that he had asked for his dismissal, and that it had been granted. It was now the turn of the Liberal papers to grow angry, because they regarded it as a concession to the Roman Catholics. Mr. Van Lynden Van Sandenburg has stated in his reply that Mr. D'Aulnis has resigned solely in consequence of his bad health, but that his resignation had not been accepted under the actual circumstances.

Mr. Fransen Van de Putte has published in the *Nieuwe Rotterdamse Courant* a very long article on the subject of his policy regarding the Atjeh question. It is very strange, says the *Dayblad*, that the examiner is now more talkative than ever, and hints that this must be ascribed either to nervousness or to a restless conscience. It is very strange that he does not explain why the war was inevitable, and why it was undertaken with such rashness at a moment when we were anything but ready. It is scarcely generous to make his successors answerable for his blunders.

I regret to record the death of one of the children of the Prince of Wied, who married the daughter of Prince Frederick. It died from the effects of pulmonary disease, and the elder Prince is also affected by this malady. The corpse of Prince Hermann will be transported to Neuwied. At Rotterdam there have died Mr. F. W. C. Blom, ex-member of the Second Chamber, and Mr. Joseph Graven, a meritorious sculptor, and at Amsterdam the well-known lawyer, Mr. A. Brugmans.

Rumours have been in circulation that Mr. De Roo Van Alderwerelt was on the eve of being appointed Secretary-General of the Department of War. This on *dit* is, however, most positively contradicted. The Minister, it is said, declines to appoint a military man to these functions.

The silk trade in Cheshire is at present in a most serious state. In Macclesfield there has been a slight revival in the manufacturing department, some orders having been given for figured goods. The great majority of the weavers in the plain branch are very short of work. In Congleton both manufacturing and throwing branches are in a seriously depressed state; the largest throwing mill in the borough having gone on short time, while several of the smaller mills are either stopped entirely or working very little time, and migration from the neighbourhood has set in amongst the weavers.

An unofficial announcement states that M. Bartholdi will shortly be replaced as French Minister at Washington by M. Max Outrey, at present French Minister to Japan, and adds that M. Bartholdi will return to Paris to fill an important post in the Ministry for Foreign Affairs.

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JAMES WEST, PUBLISHER,  
79 GRACECHURCH STREET, LONDON, E.C.

## The London & China Telegraph.

LONDON: MONDAY, JAN. 22, 1877.

### THE CHINESE EMBASSY.

THE Chinese Embassy, of the composition and movements of which we have from time to time given particulars, will have arrived in England shortly after the issue of the present number of this Paper. It may be interesting at the present moment to place before our readers the opinion which is expressed of the Ambassador KUO, by one of the most competent judges on such a subject, namely Sir THOMAS WADE, our Minister at Peking. In a despatch which he addressed to the Earl of DERBY, when the Embassy was first spoken of in China, he writes as follows:—"Mr. HART, who sees him to great advantage, has formed a high opinion of the Envoy KUO, as a man of honesty, clearness of sight, and determination; and this without forgetting that the Envoy is always a Chinese, and that the chief purpose of his confidence is probably to obtain light as to the conduct of the Yunnan affair. On the other side, we must not forget the remarkable line taken by the Envoy KUO in 1859, when he denounced Prince TSENGOLINSIN for having opened fire upon us; nor the character that has clung to him of being an original and determined man." On the whole, we may conclude from the facts stated in the above extract that the chief Ambassador is likely to appreciate the importance of his post and to use his endeavours earnestly and fairly to maintain the friendly relations between this country and China. His colleague, LUI-SI-HING, is also well spoken of.

It is worthy of note that the present Embassy comes direct to England, that is, without visiting any Continental Courts, and that having taken the P. and O. steamer to Gibraltar, nearly all the ports they have touched at have been British. At Malta and Gibraltar the Envoys were received with due ceremony. At the former port, at which they arrived on the 12th, they were saluted, and had the customary military honours extended to them; and at Gibraltar, which they reached on the 16th inst., they landed, and were received by Lord NAPIER of MAGDALA, Governor and Commander-in-Chief. The reception was held at the Government House, in presence of the Staff and the heads of the civil and military departments, and his Excellency and the members of the Embassy afterwards drove round the Rock and visited the galleries. They will thus on the way home have been impressed with the power and importance of this country, and this will no doubt have a good effect and prepare them to give up some of their old exclusive ideas, and to recognise fully that the time has passed when foreign nations can be regarded as "outer barbarians."

Some doubts have been expressed in the comments in contemporary papers whether the present Embassy will in reality tend to create a more enlightened feeling in China, with regard to this country and foreign nations generally. If the Embassy were only of a temporary character, like the Burlingame Mission, such doubts would be justified; but if, as is stated on good authority, this Embassy is to be made one permanently representing the EMPEROR of China—and we have reason to believe that this will prove to be the fact—there can be no question that the advance which has been made in despatching it is one of a very important character, and that it will tend more than anything that has happened for many years past to cement friendly relations between the two countries.

### THE LAST CHINA BLUE-BOOK.

It is impossible not to feel some disappointment in the perusal of the Blue-book just issued, with reference to the negotiations connected with the murder of the late Mr. MARGARY, which have now dragged their slow length along for over two years. As could be foreseen by all who have watched this question, the satisfactoriness or otherwise of those negotiations, so far as they relate to obtaining reparation for the outrage, must be dependent upon what was done by the Hon. Mr. GROSVENOR when in Yunnan, but the present batch of papers stops short at precisely the point at which they would be of practical interest, and leaves the history of the affair at the date when that gentleman had arrived in Yunnan. No account is given of the reasons which induced him to leave so rapidly, and we are still left without his report, which it was certainly expected would be forthcoming before this time. Until we are in possession of this document it is impossible to feel thorough confidence in what has been done. The obtaining commercial concessions is no doubt satisfactory in itself; but far more than has been conceded in the Chefoo Convention would be very dearly paid for if it were accepted as a compensation for the gross outrage that has been committed. It is to be presumed that the present Blue-book is only a prelude to one that is to come giving the required information as to the proceedings in Yunnan; but it is impossible not to feel that it would have been better to have kept it back, as without its legitimate conclusion it only serves to make confusion worse confounded, and to render still more obscure a matter which has never been over clear.

Of the general history of the negotiations the present papers give little information that is not already known. The attempt was at first made by the Chinese authorities to make it appear that Mr. MARGARY was waylaid and murdered by some desperate characters; then it was admitted that the militia was raised on its becoming known that the Margary Expedition was approaching, and that some lawless offenders took advantage of the occasion to commit robbery and murder; later on it is discovered by LI-HAN-CHANG that there were "manifest falsehoods and suppressions in the depositions taken from the prisoners," and officials are ordered to elicit the actual facts; when at last it is declared to have been admitted by one of the prisoners that "in the twelfth moon of last year (January, 1875), the notables of the Sub-Prefecture of Teng-yueh (Momein), on learning that foreigners were about to come forward at the head of a large body of troops, and fearing that they would commit disorders, raised a force of local train bands for the protection of their own lives and property (of which they) had communicated an intimation to him." All this evasion is only what is invariably encountered when any matter of this kind has to be settled with the Chinese authorities; and it is but just to admit that it conveys a good idea of the extreme difficulty which must be experienced by our Ministers in conducting such negotiations. Possibly, under all the circumstances, Sir THOMAS WADE was justified in hoping that the judicial inquiry in Yunnan would be the most likely way to arrive at the discovery of the malefactors; but unfortunately it is to be feared that this measure has failed; and before we accept this as inevitable we ought to know definitely from the Hon. Mr. GROSVENOR's Report what were the causes which led to this unsatisfactory result.

### TEA PACKING.

WE give, under our Legal Intelligence, the report of a case of great interest to mercantile men generally, but more especially to those connected with the China trade. The case in question, "*POTTER v. WILLIS and SOX*," was a claim brought by the plaintiff against the owners of the well-known ship *Black Adder*, for compensation for loss which they alleged resulted from careless stowing of a parcel of 260 half-chests of tea which were shipped at Shanghai in the usual manner, and for which a clean bill of lading was given in the usual form. On delivery of the tea it appeared that eighty of the cases were damaged. The question was argued at great length, but it turned upon whether the packages were of reasonable make and strength, and whether there was anything about them which had been concealed from the mate and captain, and which they could not discover. Upon the evidence before them the jury



gave a verdict for the plaintiff on both these points; but the case is of considerable importance, inasmuch as the judge, in charging the jury, pointed out that if there were defects in the packing, which the captain or mate of the vessel could not discover, the ship would not, failing proof of liability on some other ground, be responsible for the damage that resulted. Mr. Justice FIELD drew an analogy between this case and one which occurred some time back, in which damages were claimed against a steamer on the ground that the dampness of the hold had caused some shirrings to mildew, but in which it was shown that in consequence of the "heavy sizing" introduced into the goods, they had a tendency to mildew of themselves. In this case it was held that as the cause of the damage was one which the mate or captain could not discover, the ship was not liable; and the judge in the case under notice seemed to be inclined to apply a similar rule to the packing as to the goods themselves. It is open to question, however, whether there is a strict analogy between the two cases, and it is important to notice that the presumptions are in opposite directions in them respectively. It is the duty of the mate to see that the packages he receives are, as he declares them to be on the bill of lading, in good order and condition—that is, externally—and it is, on the other hand, the duty of the shipper to ascertain that the goods themselves are so packed *internally* that they will not become injured on the voyage. If injury results from the inherent nature of the goods it is *prima facie* the shipper's default; if it results from defect in the packages, it is *prima facie* from the mate or captain's default, as that officer should not have received them, but have sent them back from the ship's side. In the one case the shipper must explain his shortcoming, and in the other the burden of proof rests with the ship to show how goods which it turned out ultimately were badly packed had come to be taken on board, and a receipt given for them as in good order and condition.

It would appear, however, from the case which has just taken place that a very fine point arises here. Tea chests, as our readers are for the most part aware, are finished off by the Chinese by being papered and varnished over, and when so finished it is difficult, if not impossible, to see any defect which there may be in the wood; so that the mate of a ship might easily be deceived in this respect; and the authority of the case under notice would go to exonerate the ship, where it could be proved that damage had resulted from such defective packing. On the other hand, it would be well that the mates of tea ships should exercise increased caution, both as to the manner in which they receive teas on board, and that in which they stow them. It is quite clear that unless such precautions be taken, disputes of a serious character, such as the present, are likely more and more to arise, now that so much hurry takes place in shipping off the Teas, especially at the opening of the season; but we trust that the attention which this case will call to the matter will be productive of beneficial results.

Before leaving this subject, we deem it desirable to mention that, as has happened before, considerable difficulty at one stage of the proceedings arose, in consequence of the bill of lading being signed by the agents of the ship instead of by the captain. As a matter of convenience to both parties, bills of lading are ordinarily so signed in China, but it should be carefully borne in mind that in strictness they are not legal documents, and can be disputed by the shipowners, if they desire to do so. In the present instance, this plea was with equal good sense and fairness abandoned by the defendants—and in fact was not made in Court; but there might arise cases in which the same reasonableness might not or perhaps could not be shown. If as a matter of office detail it is impossible for the captain or mate to sign all bills of lading, he should leave a power of attorney or other sufficient authority to do so in the hands of his agents or their responsible assistant. It is by no means impossible that a case might arise in which it would be discovered too late that advances upon bills of lading, signed in this manner, had been made in reality without security.

WITH reference to the paragraph given under the news from Sarawak, to the effect that the Borneo Company had

been compelled to suspend their works at the order of the Court here, pending the suit of their late Manager in this country, we are glad to be able to state, upon authority, that the operations of the Company were resumed at the beginning of the present month, and that every difficulty has now been removed.

SIR RUTHERFORD ALCOCK has written a letter to *The Times* enclosing a communication from the British Consul-General at Zanzibar, in which that gentleman states that on his attention being drawn to the advantages of the exploration of the interior of Africa, the Sultan has promised his cordial support to the gentlemen who have recently expressed their intention of forming an exploring expedition.

A TELEGRAM, dated Berne, Jan. 15, states that Ceylon is to be included in the Postal Union as well as Hong Kong. Japan has also officially signified her wish to enter the Union.

MR. BOUTIN, Secretary to the French Legation at Yedo, has been appointed Chevalier of the Legion of Honour.

### THE MARGARY NEGOTIATIONS.

A further Blue-book (China No. 4, 1876) has just been issued, in continuation of that presented to Parliament in April, 1876. It gives a large amount of detail of the earlier stages of the negotiations; and shows that Sir Thomas Wade had to contend with an unusual amount of prevarication and misrepresentation. In writing upon this portion of the negotiations to the Earl of Derby on the 2nd Feb. this year, Sir Thos. Wade justly observes:—"It is not worth while to follow the Ministers step by step through the series of fictions, puerilities, and prevarications with which they are used, as in this instance, to sustain a controversy." The first despatch of importance is the communication from Li-Hung-Chang on his arrival at Yunnan-foo on the 29th Jan., for the purpose of investigating the affair. It runs as follows:—

Commissioner Li Han-chang to Sir T. Wade.

(Translation.) Yunnan Fu, January 29, 1876.

The writer had the satisfaction, in the early part of last summer, of at length enjoying a conversation with the British Minister on his visit to Hu Peh, and he has not ceased ever since to regret the slight degree of attention it was in his power to show at that time. He has now to acknowledge the receipt of the British Minister's note of the 15th December, which reached him on the 23rd inst., and in which a copy was inclosed of the note previously addressed to him in October last from Shanghai.

On perusal of this communication he would observe that [the conduct of] the officials and people of Yunnan, in failing to afford protection to the British officers who came forward from the side of Burmah provided with passports, and thus leading to the murder of Mr. Margary and the obstruction of Colonel Browne, was indeed most wrong and reprehensible [or, altogether outside of what is right]. Having been commissioned by his Majesty to institute inquiry and take action in this matter, were the writer to do otherwise than prosecute the investigation in the most earnest and searching manner, he would fail in responding not only to the desire which actuates his own Government to consolidate with all care its international relations, but also to the purpose which the British Minister cherishes of drawing closer the bonds of harmony between friendly States. With these considerations in view, he has sought for information along the line of his journey since setting out from Hu Peh, and besides this, he has despatched emissaries to proceed in disguise to the scene of the disaster, for the purpose of making secret inquiries. He wrote, in addition, to the Acting Governor-General Ts'en, desiring him to have the guilty parties and witnesses apprehended and brought up for trial. On reaching Yunnan he appointed capable delegates to conduct the examination with all needful stringency, and [caused], first and last, the civil and military functionaries [implicated in] the affair to be stripped of their rank and placed on trial, holding it imperatively requisite that the actual truth be elicited, to the end that the demands of justice be satisfactorily attained. The British Minister observes, in his note now under acknowledgment, that what "is essential is that there should be no doubt as to the identity of persons who may be brought to trial on the credit of statements that may be made, either for the prosecution or the defence." This is a remark which proves how thoroughly the British Minister appreciates the principles which should govern affairs, and the writer cannot feel otherwise than gratified by its expression. The prisoners who have at present been brought before the Court have made distinct confessions, of the truth of which there can be no doubt; whilst, with regard to the circumstances affecting the civil and military officials who have been stripped of their rank, depositions are at this moment in process of being taken. On Mr. Grosvenor's arrival, now shortly to be expected at Yunnan Fu, so soon as he shall have been present as a spectator of the proceedings [the case] will assuredly be made perfectly distinct [or, intelligible]. The British Minister may feel assured that, when the time arrives, attention shall be paid to his expressed wish that while a memorial is, on the one hand, laid before the Throne by the writer, a report shall be made, on the other, by Mr. Grosvenor to the British Minister; [after which], on a decision being arrived at in consultation, the penalty of justice shall in each case be carried into effect according to law.

Sir Thomas Wade's instructions to Mr. Grosvenor, after alluding to the assertion of the Chinese officials at Peking, that the

murder had originated simply from the action of some misguided and ignorant men, go on to say:—"The information in my possession forbids me, as you are aware, to accept any statement so absurd, and the antecedents of the ex-Vice President Sieh, whether as a Minister of the Tsung-li Yamen or otherwise, are not favourable to the conclusion that, in appointing him to the Commission, the Chinese Government was determined to act fairly by this unfortunate case. I have written all this in my despatch dated 14th December, which was forwarded to you in triplicate; but as this may not have reached you, I have here repeated briefly the opinions I therein stated. I repeat at the same time my instructions, to the effect that you are to make your stay at Yunnan Fu as short as possible; that if a respectable number of witnesses be produced at that city, you are to instruct your deputies to hear what they have to say, and should their evidence be greatly at variance with that I have made known to you, to confine yourself to pointing out the discrepancy, and then, insisting always on my injunction that no one condemned in the proceedings is to be put to death till the Tsung-li Yamen and the Legation shall have been communicated with, to prepare a plain report, copy of which, without debate, you are to apply to the High Commissioners to send on to me. If the authorities insist on torturing any witness your deputies are to protest and withdraw. His Excellency Li is further to be requested to secure the safe passage of yourself and your whole party to Manwyne; and thence, when Mr. Margary's remains have been recovered, and any inquiry you may see fit to institute on the spot completed, to the frontier, where you will be met by the escort which, by orders of the Government of India, is now waiting for you at Bhamo. The Tsung-li Yamen has been informed that the escort in question is at Bhamo, and I am writing myself to his Excellency Li in the same sense, in order that there may be, in this instance, no pretext of misunderstanding possible."

On the 29th April Consul Medhurst telegraphs from Shanghai to the Earl of Derby as follows:—

Shanghai, April 29, 1876.

Private note received from Grosvenor to-day dated 23rd March. To leave Yunnan Fu in two or four days, and expects to reach Manwyne on 5th May. Asks me to telegraph Chief Commissioner, Rangoon, his arrangement, to be handed over by Chinese to British escort at Manwyne. Every one in best of health. People's demeanour perfect.

The subjoined despatches, with which the Blue-book now under notice concludes, show the point to which the negotiations were brought up to the end of June last:—

Sir T. Wade to the Earl of Derby.—(Received May 29.)  
(Telegraphic.) Peking, May 18, 1876.

The long Report to the Throne of the High Commissioners was, with other documents, placed in the hand of the Chinese Secretary on the 8th inst. at the Yamen. It is asked by the High Commissioners that the Yamen and the Board of Punishments may be requested to take the Report into their joint consideration. A decree has accordingly been issued, but nothing has been published.

I have addressed a request in writing to the Prince of Kung, asking that these papers may be communicated to me officially.

All the blame of the murder is sought to be laid on the savages by the Chinese Government, and they try to prove that the attack on Colonel Brown was solely instigated by Li, the gentry of the district having been alarmed by Colonel Brown's arrival. All the higher officials and gentry would thus be exonerated.

I cannot accept this story with the other evidence in my hands. The paper contains contradictions and falsehoods, and, in view of the former history of such acts, and the equivocal conduct throughout the present affair of the Chinese Government, I have made a protest against the punishment of Li or the execution of the savages. I add that I do not demand any longer the punishment of the provincial authorities. I fix the whole responsibility on the Central Government, and demand such reparation as will in the future better secure foreign relations.

The papers are voluminous. Only yesterday the last translation was finished. Towards the end of the month I shall be at Shanghai to meet the Secretary, and until I have seen him I shall not close my report to your Lordship.

Judicial satisfaction is unattainable, and I shall have difficulty about the form of reparation. I may have to refer again to your Lordship on this account. I see no reason, however, to despair, if the Chinese believe us to be in earnest.

Sir T. Wade to the Earl of Derby.—(Received June 5.)

Peking, April 7, 1876.

My Lord,—My telegram of the 3rd inst. will have informed your Lordship that I had received a letter from Mr. Grosvenor. I have the honour to enclose a copy of it. Mr. Grosvenor, it will be seen, reached Yunnan-fu, the capital of the province, on March 6, and wrote to me the day following. He was in receipt of my letter, forwarded by different channels, in triplicate, copy of which formed Inclosure No. 1 in my despatch to your Lordship of December 16, 1875. Hence, I assume, the guarded tone of his to me. He was in doubt, I imagine, about the security of correspondence intrusted to Chinese Government couriers. I shall look for some communication from him by a private hand. This, however, can hardly arrive for some weeks.

Mr. Grosvenor's letter, it is to be observed, took twenty-seven days to reach me. The letter to me from the High Commissioners, translation of which was forwarded your Lordship in my despatch of February 16, was received at the Legation upon February 15, that is, seventeen days from the date of its expedition.

I have earlier referred to my belief that the Tsung-li Yamen was in possession of information that it was keeping back from me, and this suspicion is confirmed by other information that supplied by the in-

explicable difference in the rate of speed at which the above letter of the Commissioners and Mr. Grosvenor's letter have been transmitted. A rumour was current a few days since that the Grand Secretary Li, Governor-General of this Province, was on his way to the capital. As his Excellency Li had declared himself very anxious to see Sir Douglas Forsyth, who was staying with me, and as, if this rumour were true, there was every chance that Sir Douglas Forsyth and he might miss each other, I instructed Mr. Mayers to call on the Envoy designate, Hsu Chien-shen, who is a relative of the Grand Secretary, to make inquiries. The Envoy, Hsu, had heard nothing about the contemplated visit, but adverting to the receipt of news from Mr. Grosvenor, he remarked that he had been satisfactorily received by the High Commissioner Li; Mr. Grosvenor, as his letter shows, had not yet seen the High Commissioner.

I infer that the Yamen is in possession of letters of later date, which doubtless speak of Mr. Grosvenor's reception of the evidence that would be tendered him regarding the outrage. Why, it may be asked, should it be withholding intelligence that must be presently communicated? Most likely because it is trusting in luck; hoping that something may turn up in the chapter of accidents that will diminish the difficulties now before it. I have not replied to the short note of the Minister's which gave cover to Mr. Grosvenor's letter, but I have requested a conference to-morrow, the result of which I shall, of course, report to your Lordship.

I have, independently of the Yunnan affair, another very thorny question on my hands. I shall explain the complication elsewhere.—I have, &c.,  
(Signed) THOMAS FRANCIS WADE.

Inclosure in the above.

Mr. Grosvenor to Sir T. Wade.

Yunnan-fu, March 7, 1876.

Sir,—I have the honour to report that, in company with Messrs. Davenport and Baber, I reached the provincial capital in health and safety yesterday afternoon.

The official residence assigned to the use of this mission is comfortable and fairly clean. The Magistrate of the Mixed Court at Shanghai, Chên, was deputed by their Excellencies Li, Sueh, and Ts'en to receive me. I returned their Excellencies my best thanks for the care taken to provide for my comfort since I had reached the Province of Yunnan.

I have the honour to acknowledge the receipt of three copies of a despatch, dated December 14, 1875; each copy containing as an inclosure your instructions to me of the 30th October last. Yesterday evening his Excellency Li Han-Chang sent me the English version of a despatch you had addressed to him.

I shall request his Excellency Li Han-Chang to forward this despatch to you as quickly as he can.—I have, &c.,  
(Signed) T. G. GROSVENOR.

The Earl of Derby to Sir T. Wade.

(Telegraphic.) Foreign-office, June 14, 1876, 5.25 P.M.

You should avoid pledging in any way Her Majesty's Government until Mr. Grosvenor's Report has been received and considered by them, when instructions will be given to you for your guidance.

Lord Tenterden to the Secretary to the Admiralty.

Foreign Office, June 29, 1876.

Sir,—With reference to my letter of the 12th instant, I am directed by the Earl of Derby to state to you, for the information of the Lords Commissioners of the Admiralty, that a telegram, dated the 24th instant, has been received from Sir T. Wade stating that he finds it impossible at present to dispense with the four ships of the detached squadron now in China.—I am, &c.,  
(Signed) TENTERDEN.

### THE PRESS ON THE CHINESE EMBASSY.

The *Standard* says:—"When we consider that the Court of Peking, being more punctilious—with its Board of Rites and Ceremonies, forming one of the great boards of State government, of which there are six—than any European Court, the omission of Imperial credentials on all occasions shows that they never were intended to be despatched as genuine embassies under the conduct of ambassadors or plenipotentiaries. This arises chiefly from the ancient policy of this so-called 'Celestial Embassy,' which presumptuously arrogates to its despotic Emperor a power and supremacy above all other earthly monarchs. Moreover, if he sent an embassy to any of them it would be an acknowledgment of equality between princes and their superior, contrary to the celestial doctrines of Kong-fu-tszé—whose name the Jesuit fathers Latinised into Confucius—where he says that as there is only one sun in the heavens, to which all other heavenly bodies are subordinate and inferior, so on earth there can only be one supreme Sovereign, to whom all other kings and princes must yield allegiance; and such is the position of him who sits on the 'Dragon Throne' of the 'Great Middle Kingdom'—the centre of the earth. But times have changed even in that ancient nation since the era when China was consolidated out of forty principalities, after the system set in motion by that sage and lawgiver. The despised 'outer barbarian' from the Western seas has at length invaded the supposed invulnerable shores and capital of Cathay, and broken down the barriers of exclusiveness. Even within the last few years European ambassadors and embassies sent to Peking were ranked with the envoys and missions from tributary States, such as Corea and Annam, the ordinary presents brought by them from their Sovereigns to the Emperor being received as tribute, and audiences granted to them as if they were foreign tribute bearers. Recent events, however, have affected this ancient celestial policy, and that—as heretofore in all the vital changes affecting the Government of this multitudinous, unwieldy empire—chiefly through British action and diplomacy. Our Minister Plenipotentiary at Peking, Sir Thomas Wade, has by his judicious, conciliatory, but firm negotiations with Li-hung or Lee-hoong Chang, the leading statesman in China, negotiated a new convention favourable to our own and foreign interests generally, to be presented for ratification by two genuine ambassadors accredited by the Legation at the Court of Peking to the Queen at the Court of St. James's. Sir Thomas Wade has already arrived in London, doubtless to furnish de-



tails concerning the embassy and its *personnel* to Her Majesty's Government, so that they may be prepared to receive it with all due consideration.

The *Globe* has the following:—England will soon witness the arrival of some even more interesting visitors than his puissant Majesty the Shah. The Chinese Embassy has already reached Gibraltar, where its members appear to have been received with due honour. The question is whether this visit of some really intelligent and highly cultivated Chinese gentlemen to Great Britain will lead to anything. In the case of Japan we know that a closer acquaintanceship with European civilisation has completely metamorphosed that country. Manners, customs, administration, government, the naval, military, and civil services, even the national costume, have undergone more or less change during the last ten or twelve years, so that those who knew Japan in former times would scarcely recognise it under its new development. Will a similar state of things result from the visit of the Chinese Ambassador and his many named suite? We doubt the probability; we question whether the governing class in the Celestial Empire, from whose ranks the embassy has been selected, will ever help to introduce a form of civilisation which in the end would inevitably diminish their authority. Although the two peoples have a great deal in common, the Chinese official intellect is unlike the Japanese in its invincible repugnance to every sort of change. It was recently seen, in the case of the Wosung Railway, that they had contrived to make the people believe such works highly objectionable, by representing that the real object of railroads was not so much to improve the means of inter-communication as to desecrate graveyards and demolish temples. It will not be surprising, therefore, if our new visitors devote the chief part of their attention to the ways by which the barbarians manage to make their troops so formidable. Our arsenals and dockyards will probably receive minute inspection, and Aldershot may have to turn out in force for the gratification of his Excellency. One good thing may, however, result from this educational process. The Ambassador, who is reported to be an intelligent man, can scarcely fail to come to the conclusion that his country is not yet in a condition to venture on a war against Great Britain.

The subjoined paragraph has appeared in the *Daily News*:—The announcement made of the appointment of a Secretary to the Chinese Embassy which is now on its way to England justifies the expectation that the new mission will exert a salutary influence on the relations of the two countries. The chief Ambassador, Kwo-sung-tao, although a man of high character and of great natural energy, not only has no knowledge of the English language, but actually speaks a patois which even in official circles in Peking is almost as strange as a foreign tongue. Mr. Chan Laisun, the Secretary of the Embassy, on the other hand, is an excellent English scholar, and on more than one occasion has addressed English audiences in their own language with remarkable fluency, and even eloquence. As a member of the Chinese Educational Mission he visited both the United States and this country about two years ago, and made a careful inquiry into our educational system. In a speech delivered at the close of his tour, he spoke very strongly in praise of the institutions, both public and private, which he had had an opportunity of inspecting; and no doubt, if the decision had rested with him, a certain proportion of the Chinese youth who are now being educated at the public expense in the United States would have been placed in the schools of this country. The education which the Chinese Government is providing for these young men is of so thorough a character that we regret that they have not been afforded the opportunity of pursuing their studies in Great Britain. We cannot imagine any better mode of imparting to the Chinese all that would be really good and useful to them in Western civilisation, and at the same time of enabling both nations to get rid of unfounded prejudices. It is satisfactory to learn that Yung Wing, the chief of the educational mission of which Mr. Laisun was a member, has received the appointment of Assistant Minister at Washington. Yung Wing was formerly a student of Yale College, and is married to an American lady. These, as well as other appointments lately made by the Chinese Government, may be regarded as indications of a desire on the part of the present rulers of China to adapt themselves to the altered circumstances in which they have been placed by the course of events, and to establish friendly relations, in reality as well as in form, with those foreign Powers with which they have been brought into contact.

## Legal.

### HIGH COURT OF JUSTICE.—COMMON PLEAS DIVISION.

GEORGE V. WATTS AND OTHERS.

This was an action against the owners of the steamship *Singapore* for not carrying a passenger safely and according to the terms agreed upon from Shanghai to London. It appeared that in June, 1873, the plaintiff took a passage from Shanghai to London in the *Singapore*, paying about £30, and receiving a ticket for cabin passage. He complained, among other things, of the accommodation and food provided for him, which, he said, were inferior to what would be implied by the expression "cabin passage," but the action was practically brought for injuries to himself and the loss of his effects in the wreck of the ship on the coast of Africa, which, he alleged, happened in consequence of the negligence of the defendants' servants. The circumstances of the wreck were as follow:—Near the entrance to the Red Sea the ship went ashore during the night on the African coast. She was going at a speed stated to be from 8½ to 10½ knots, and immediately after striking heeled right over to starboard. Two hours were occupied in attempting to get the port lifeboat out, but without success; but eventually some other boats were launched and got ashore in safety. The one in which the plaintiff was taken had only two unbroken oars and no rudder, but was steered with part of another oar, and immediately after passing from under the lee of the ship was capsized. The plaintiff was washed ashore safely, but was very seriously injured

by the coral beach on which he was dashed by the surf, being bruised and cut all over his body. He, with the remainder of those who had escaped from the vessel, proceeded towards Aden, depending for food on the natives. The plaintiff was unable to walk from the injuries he had sustained, and was placed on a dromedary, but said that he suffered much from the heat, hardships, and privations of the journey. After forty days' travelling they were taken off by Her Majesty's ship *Dalhousie* to Aden. Evidence as to the state of the plaintiff's health in consequence of his sufferings was given by his medical attendants, and he himself proved the value of the effects lost by him in the wreck. The negligence suggested by the plaintiff which led to the wreck was that the reversing wheel of the engines was lashed in such a way, being so lashed in consequence of its defective state, as to make it impossible to reverse the engines in less than four or five minutes after the order came from the bridge. It was impossible to arrive at any other previous cause of the ship going ashore, as all the officers and the chief engineer had been drowned at the time of the wreck in the execution of their duty; but one of the subordinate engineers, who was on duty at the time of the wreck, was called to prove this defective arrangement in the reversing wheel. It did not, however, appear very clear from his evidence whether the engines could not with this arrangement have been reversed in a much shorter time, though he at first gave his opinion that it would be more than four or five minutes, and he could not, of course, form any opinion as to whether any such delay in reversing the engines was the cause of the ship's going ashore.

At the close of the plaintiff's case, Mr. Littler, for the defendants, submitted there was no evidence of negligence to go to the jury; but the learned Judge declined to withhold the case from their consideration. For the defendants another engineer on duty at the time of the accident was called, and said that the engines were reversed and going astern within one or two minutes after the order, that the lashing of the reversing wheel could be slipped off at a moment's notice, and that the arrangements for lashing it in no way interfered with the working of the reversing gear. He also stated the ship was going about 10½ knots at the time, with a fair wind, and could not in any case have gathered stern way in less than ten minutes after the order to reverse was given. The Surveyor of the Board of Trade and the Surveyor of Lloyd's also expressed their opinion that a ship of the size of the *Singapore*, going at the rate of speed she was, could not gather sternway in a time less than from ten to fifteen minutes, and also expressed their opinion that the arrangements for lashing the reversing wheel would not in any way interfere with its immediate action.

The questions, therefore, for the jury were, whether the injuries to the plaintiff had been occasioned by the defendants' negligence, and the jury, at the conclusion of the case, informed the learned Judge that they had all agreed on the verdict. The learned Judge did not therefore, sum up the case *in extenso*, only informing the jury that the question was whether there was any evidence of negligence; and the jury found a verdict for the defendants.

### QUEEN'S BENCH DIVISION.

POTTER V. WILLIS AND SON.

This was an action of special interest and importance to China merchants. It was brought by a tea merchant of Mincing-lane against the owners of the clipper ship the *Black Adler*, to recover compensation for damage sustained by a parcel of 260 half-chests of tea, such damage having, it was alleged, been caused by the improper stowage of the chests. The facts were briefly as follows. The chests in question formed part of a cargo of 24,000 which were shipped in June, 1875, at Shanghai. When the cargo was unloaded in the East India Docks it was discovered that eighty out of a parcel of 260 half-chests were damaged. Some of them were what are termed, "turn outs"—that is to say, the cases were damaged, but the contents were taken out, the case repaired, and the contents put back. Some were what was termed "re-packs"—that is to say, the cases were so much damaged that it was necessary to put the contents into fresh cases. By the bill of lading, it was stated that the chests were "shipped in good order and condition," and the mate's receipt was a clean one. The case for the plaintiffs was that the cases were improperly stowed, and that the damage to the eighty chests had resulted in consequence. In answer to this, the defendants set up that the chests containing the teas were not of the ordinary character, but were of a brittle and defective character; and it was further alleged that, in consequence of the manner in which tea-chests are furnished by the Chinese packers, it was impossible for the mate of the ship on receiving them to discover the defects. The native packers in China finish the chests by covering them with paper, over which a varnish is spread; and it is thus impossible to discover by inspection the nature of the wood underneath the paper, which may be rotten and unfit for the voyage, while the case is to all appearances perfect. Several skilled witnesses from the docks were called by the defendants to prove the defective packing, and they stated in substance that all packages of tea from Shanghai were more or less damaged from bad wood, &c. It was further stated that the damage to cargoes of tea from that place owing to defective wood and the fragile nature of the cases was on an average about 5 to 7 per cent. The plaintiff stated in rebuttal of this evidence, that he had been in the habit of receiving teas from China for about twenty years, and that he had never known the loss from this cause to go beyond something like 2 per cent. In the present case the loss came up to as much as 30 per cent. The case was argued at considerable length, but no precise precedent was put in on either side; so that the point to be decided was one almost new. A case was cited as bearing upon the present one by analogy, where a claim was made against the owners of a steamer for compensation for loss sustained from mildew in a parcel of grey shirtings which had been shipped in the vessel. The plaintiff's case was, that the hold of the steamer was unusually damp, and that the steam thus generated had been the cause of the shirtings becoming mildewed. It was, however, shown by the defendants, that the shirtings in question were especially liable to become mildewed in consequence of their having been finished with what is known as "heavy sizing," that is a

species of sizing designed to increase the weight of the goods. Upon these facts the Court held that the vessel was not liable, as the cause of the damage was traceable to the goods themselves.

Mr. Justice Field in summing up the case for the special jury, after giving a review of the facts, laid it down that upon the basis of the case cited with regard to the shirtings it would appear that the ship could not be held liable for damage to cargo resultant from any defect connected with the cargo itself, which it was not possible to discover on receiving it; and he laid the following questions before the jury for their decision: 1. Whether in their opinion these packages were all of reasonable make and strength to stand the voyage. 2. Whether there was anything about these packages which was concealed from the mate or captain, and which they could not discover. 3. Whether the word "contents" in the bill of lading meant the whole of the packages or only the tea in them.

The jury without retiring, and after only a short consultation, returned a verdict to the effect that the packages were ordinary and reasonably secure packages, that there was not anything concealed from the officers of the ship, and that the word "contents" meant the tea in the packages.

Upon this judgment was entered for the plaintiffs—damages £102.

### THE NEW CONVENTION.

The following letter, evidently from the pen of someone well conversant with Chinese matters, has been addressed to the *Spectator* :—

The *Standard* informs us :—"The year has seen the settlement of the very serious difficulty with China caused by the murder of Mr. Margary, and the attack on the expedition commanded by Colonel Browne. Twelve months ago it seemed as if that difficulty would not be peacefully arranged. It is true, indeed, that the Chinese Government professed its readiness to give all the requisite reparation. But at the same time, it evasively put off making good its professions. The prospect thus opened up was serious, not for any doubts that we should be able to exact the redress due to us, but because of the probability that our success would be more complete than we should wish ourselves, and that, in fact, if once we began hostilities, we should break up the Chinese Empire. In spite of the vitality the Mongol Government is proved still to possess, by the success with which it has suppressed the formidable insurrections that during the past quarter of a century have threatened to tear away some of its most valuable provinces, all who understand the condition of the country are aware that there are forces at work which, in the event of a disastrous foreign war, would probably rend asunder the empire. But whatever faults the Chinese system of government may possess, at least it has the merit of maintaining tolerable order and a certain degree of well-being and civilisation among a population larger than any subject to a single sceptre, save only that which owns the sway of our Sovereign. But with a knowledge of what followed the dissolution of the Mogul monarchy in India, it was a serious responsibility to undertake the overthrow of so vast an empire. Fortunately, we have been spared the necessity. Owing to the skill and firmness of Sir Thomas Wade, the Chinese Government has been induced not only to give as full satisfaction for the murder of Mr. Margary and the attack on Colonel Browne's expedition, but also to yield on all the other points in dispute between us. It has thrown open additional ports. It has agreed to the opening-up of Yunnan. It has recognised by public proclamation and made known to the provincial Mandarins the Treaty rights of foreigners; and it has conceded the right of the European Ambassadors to have audiences with the Emperor. On every point, in fact, we seem to have obtained full satisfaction."

Now, what are the facts? The Chinese Government have not given "full" or any satisfaction for the murder of Margary and the attack on Colonel Browne's expedition; on the contrary, the "inquiry" into the affair has been a farce from the beginning of it to the end. If ever Mr. Grosvenor's report sees the light it will satisfactorily establish this; and now, although the Chinese Government pretends that it has lit upon the real criminals, it coolly says—and I believe the Treaty itself embodies the sentiment—"that the maintenance of good relations between countries is better than vengeance," and therefore the guilty are to go unpunished. Then the public are told that the Chinese Government has "yielded all other points in dispute between us." It would be much nearer the truth—if, indeed, it would not be the truth—to say that the English Government has so yielded. For thirty-five years we have insisted that the Chinese have no right to impose "Leikin" duties on British goods over and above import and transit duties, and yet the Treaty in which the latter are said to have yielded everything provides that the Chinese Government may in the future levy "Leikin" duties on all British goods outside the foreign settlements, so long as they do not levy them inside. Now, as there is not a foreign settlement in the whole of China that is a mile broad by a mile long, and as British goods are not concerned in the foreign settlements, so far from the Chinese having yielded anything, it is the English Government that has legalised the imposition of duties that for thirty-five years it has insisted were a gross infraction of Treaty rights. Again, since the Treaty of Tientsin, the claims of British subjects on the Chinese Government for actual losses sustained by them in consequence of infraction of Treaty rights, of illegal confiscations, of robbery of goods and money by Imperial officers and soldiers, of destruction of property, and in respect of many other matters, amounts at the least to two millions sterling, and if interest was added, to a very great deal more. Yet by the Treaty all these claims, together with the indemnity for the Margary murder and the expenses of the expedition from India, are fixed at Tls. 200,000, about £60,000. If those claims were fair and proper claims, and they have been sifted and sifted *ad nauseam*, and admitted to be right, such a compromise is a gross wrong to the British claimants; but it is as a matter of policy even worse, for it establishes as a principle that the Chinese Government may plunder foreigners, may infringe treaties to their own benefit, and then, when brought to book, compromise all their iniquities for a trifle,—for an amount, in fact, barely appreciable.

It is notorious that the Chinese Government has repaid itself over and over again, by deliberate and systematic violation of the Treaty of Tientsin, the indemnity it had to pay to the British Government for previous infractions. In other words, it has made British goods pay every farthing of the fine inflicted on it, and a great deal more, and has pocketed thousands of pounds sterling besides. So much for the points yielded by the Chinese in the Treaty just settled between the British Minister and Li-Hung-Chang. Then we are told that the Chinese Government has recognised the "Treaty rights" of foreigners, and made them known by proclamation to the provincial mandarins. Why, it did this fifteen years ago! Is this another specimen of yielding points in dispute, that it should be accounted a merit to recognise that which was solemnly recognised fifteen years ago, and to proclaim again what was then proclaimed? Finally, we come to the last concession, viz., that the Chinese Government has ceded the right of the "European Ambassadors" to have audiences with the Emperor. "Ambassadors" have always had this right. So there is nothing new so far, but there is something peculiarly ludicrous at the present moment in putting this forward as a concession—if ever it was one—inasmuch as the present Emperor is almost a baby, and therefore neither Ambassadors nor Ministers would take much by an audience with him.

"On every point, in fact," says the *Standard*, "we seem to have obtained full satisfaction." My answer is, it is untrue, for on no one point have we obtained a single concession. We have failed in the Margary affair, we have failed in the settlement of *bona fide* British claims; we have failed in procuring the abolition of the "Leikin" duties; and we have done worse, for we have admitted their legality, and thus enabled the Chinese Government to ruin British trade at any moment it thinks fit, by over-weighting British goods with these duties. We have allowed them to increase the import duties on opium, thus protecting the native article, and encouraging its more extended growth. We have been satisfied with the opening of two or three ports of no great moment, when we ought to have insisted upon the opening of the whole country to trade, a privilege enjoyed exclusively by Russia, to the terrible injury of our commerce. We have failed in getting the Chinese Government to sanction the building of railroads or the opening of mines, and as a matter of fact, so far from the negotiations of the past year being satisfactory, they are just the reverse. We have been played with and humiliated, and the Chinese Government has gained a real diplomatic triumph, which entitles it, from a Chinese point of view of course, to all the credit, which we, in our incredible folly, presumption, and ignorance, claim for our own proceedings.

## Monetary and Commercial.

The China *Customs Gazette* for the third quarter of 1876 has been issued. The imports of Grey Shirtings into Shanghai shows an increase, as compared with the same quarter of 1875, being 1,465,916 pcs., against 1,225,782 pcs. T-Cloths, however, show a marked falling off, viz., 602,241 pcs., as against 911,709 pcs. In the returns of the ports north of Shanghai the returns generally show a continued falling off in the imports of manufactured goods, with the exception, however, of Newchwang. Tientsin—the most important depot after Shanghai—again shows a considerable falling off in the two leading staples of Manchester manufacture, Grey Shirtings and T-Cloths. Of the former only 272,000 pcs. were imported, against 478,000 for the corresponding period in 1875, and of T-Cloths only 176,000 pcs., against 217,000 pcs. At Canton there has also been a falling off in the import of manufactured goods. At Amoy Shirtings have fallen off, but T-Cloths increased.

In the Produce Markets the tone of business continues quiet, under the influence of the Political situation, and prices of some articles have given way. Tea is dull, without important alteration in quotations. Silk is very quiet, and exhibits a declining tendency. Coffee is in less demand, and has fallen 3s. to 4s. per cwt. Pepper and Sugar are also lower. Gambier and Sago Flour have been in speculative demand at advanced quotations. Other articles remain without change of importance—p. 65.

The total quantity of tea delivered from the bonded warehouses in London for the week ended the 13th inst., was 3,734,733 lbs., against 3,416,715 lbs. in the preceding week, or an increase of about 9½ per cent. Of the above total, 2,622,726 lbs. was for home consumption; 715,313 lbs. was removed coastwise; 243,759 lbs. was exported; 149,051 lbs. was sent coastwise for exportation; and 3,884 lbs. was for ship's stores. During the same period, the duty received amounted to £65,570, which, compared with £59,326 of the previous week, shows an increase equal to about 10½ per cent. The following were the quantities of the other principal dutiable articles withdrawn from the London bonded warehouses for home consumption during the week ending the 13th inst.:—Coffee, 664,883 lbs.; cocoa, 258,148 lbs.; tobacco, 394,264 lbs.; cigars, 21,905 lbs.; wine, 158,187 gallons; brandy, 37,922 gallons; and rum, 34,907 gallons.

Messrs. J. Henry Schröder and Co. announce that the half-yearly interest on the Imperial Government of Japan Customs Loan for £1,000,000, due on the 1st prox., will be paid on and after that date at their counting-house.

A telegram from Shanghai, dated the 15th inst., announces that the sale of the business of the Shanghai Steam Navigation Company to the Chinese Merchants' Steam Navigation Company has been sanctioned by the shareholders.

It is notified that Mr. John Ferguson has become part pro-



prietor in the *Ceylon Observer* from the 1st January, and that the business as Newspaper Proprietors, Publishers and Printers will be carried on under the style of A. M. and J. Ferguson.

The partnership hitherto existing between Thomas Alexander Cowderoy and Henry Powell Rainbow, under the style or firm of Cowderoy and Rainbow, has been dissolved by mutual consent as from the 30th December last.

Mr. De Quetteville's Circular gives the subjoined as the current rates for documentary and private bills:—

	60 d/s.	30 d/s.	Demand.
Colombo ...	1/10 1-16 ...	1/10 3-16 ...	1/10 5-16 ...
Singapore ...	4/0 1/2 to 4/1 1/2 ...	4/1 to 4/1 1/2 ...	4/1 1/2 to 4/1 3/4 ...
Hong Kong ...	4/0 1/2 to 4/1 1/2 ...	4/1 to 4/1 1/2 ...	4/1 1/2 to 4/1 3/4 ...
Shanghai ...	5/5 1/2 to 5/6 ...	5/6 to 5/6 1/2 ...	5/6 1/2 to 5/7 ...

The market for Bar Silver has continued active, and prices have again followed an upward movement, the closing quotation being 58d. For Mexican Dollars a similar advance has been established, the value at the close being 58 1/2 d. per oz.

The Eastern Telegraph Company's report for the half-year ending September 30 last shows a net profit of £108,416. An interim dividend of 1 1/2 per cent. for the quarter ending June 30, 1876, paid in October last, and a further interim distribution of 1 1/2 for the quarter ending September 30, 1876, paid on the 15th inst., amounted, together with interest on debenture and preference shares, to £105,457, leaving £2,958 to be carried forward.

The directors of the Paris Banking Company (Limited) report their net profits for the past half-year at £84,445, including £7,508 brought from the previous account. From this an interim dividend at the rate of 15 per cent., taking £29,362, was paid last July, and it is now proposed to pay a further dividend at the same rate, along with a bonus of 10s. per share, all tax free, which will absorb a further £39,150; £10,000 is to be added to reserve, raising it to £180,000, and the balance carried forward.

The report of the directors of the Central Bank of London (Limited) gives the net profit, including the balance brought forward, as £7,707, exclusive of rebate on bills not yet due. A dividend at the rate of 8 per cent. is recommended; £1,500 is added to reserve, and a balance of £2,208 carried to the new account.

The Inman Steam Shipping Company have declared a dividend of 6 per cent. for the half-year, making 12 per cent. for the year.

#### THE BOARD OF TRADE RETURNS.

The following is an extract from these Returns of the figures which refer to our export trade with China and the Far East:—

COTTON YARN.				
For the Month ended 31st December.				
To	1874.	1875.	1876.	
China and Hong Kong	lbs. 1,597,700 ...	1,076,200 ...	1,296,300	
Japan ...	1,699,600 ...	1,102,300 ...	2,102,300	
Straits Settlements ...	135,200 ...	147,600 ...	294,900	
Ceylon ...	75,600 ...	5,500 ...	9,500	
For the Twelve Months ended 31st December.				
China and Hong Kong	lbs. 15,187,800 ...	14,559,740 ...	12,475,300	
Japan ...	7,159,900 ...	14,810,256 ...	17,343,100	
Straits Settlements ...	2,385,130 ...	2,028,990 ...	1,933,800	
Ceylon ...	419,400 ...	118,900 ...	198,900	

COTTON MANUFACTURES.				
For the Month ended 31st December.				
To	1874.	1875.	1876.	
China and Hong Kong	yds. 29,564,400 ...	29,752,700 ...	41,756,000	
Japan ...	3,135,900 ...	2,154,500 ...	5,335,300	
Philippine Islands ...	963,200 ...	4,121,200 ...	2,329,200	
Java ...	5,001,300 ...	3,711,200 ...	3,157,900	
Straits Settlements ...	3,783,400 ...	5,377,200 ...	8,275,400	
Ceylon ...	1,776,800 ...	4,905,590 ...	3,594,200	
For the Twelve Months ended 31st December.				
China and Hong Kong	yds. 663,933,000 ...	396,397,400 ...	447,814,500	
Japan ...	20,354,500 ...	39,698,700 ...	46,695,900	
Philippine Islands ...	11,210,640 ...	35,181,300 ...	32,073,800	
Java ...	39,094,600 ...	55,462,300 ...	70,063,200	
Straits Settlements ...	89,009,320 ...	81,175,600 ...	97,710,000	
Ceylon ...	87,393,100 ...	35,747,700 ...	35,677,800	

WOOLEN AND WORSTED STUFFS.				
For the Month ended 31st December.				
To	1874.	1875.	1876.	
China and Hong Kong	yds. 915,620 ...	772,700 ...	1,367,900	
Japan ...	371,040 ...	314,300 ...	841,800	
For the Twelve Months ended 31st December.				
China and Hong Kong	yds. 12,604,390 ...	14,807,020 ...	12,167,500	
Japan ...	1,690,410 ...	8,978,450 ...	4,334,400	

WOOLEN AND WORSTED CLOTHS.				
For the Month ended 31st December.				
To	1874.	1875.	1876.	
China and Hong Kong	yds. 162,140 ...	254,700 ...	137,200	
Japan ...	30,940 ...	8,500 ...	11,800	
For the Twelve Months ended 31st December.				
China and Hong Kong	yds. 1,021,910 ...	1,887,090 ...	2,396,700	
Japan ...	187,640 ...	242,160 ...	250,200	
LEAD TO CHINA AND HONG KONG.				
For the month	tons 516 ...	1,036 ...	904	
For the twelve months	8,963 ...	9,779 ...	10,368	

## Shipping Intelligence.

### ARRIVALS.

Date.	Ship.	Captain.	From	At
Dec. 11	Wm. Hutton	Kirby	Bangkok	Callao
Jan. 11	Otago	Madden	Manila	Havre
12	Estrella	Mendezona	Do.	Liverpool
12	Anna	Wittenben	Do.	New York
12	India	Olsen	Sourabaya	St. Nazaire
12	Cometen	Halengrea	Pekalongan	Palmouth
14	Ouka	Low	Hio	London
15	Kermaria	Aubrey	Rangoon	Do.
15	G. B. S.	James	Akyan	Liverpool
15	Alceste	Trail	Rangoon	Do.
15	Aubrey Peake	Dracer	Samarang	Greenock
15	Tarnan	Rassel	Sourabaya	Do.
15	G. J. Jones	Evans	Do.	Queenstown
15	Slidrecht	Willems	Batavia	Amsterdam
16	Nettie Merryman	Master	Yokohama	Do.
16	Bina	Hoppe	Macassar	Do.
16	Annie Florence	Thompson	Colombo	New York
16	Duncum	Phillips	Maulmain	London
16	Propontis (s.)	Alexander	Colombo	Do.
16	Sophia	E. wards	Maulmain	Liverpool
17	Chion	Graham	Samarang	Amsterdam
17	Hendrika	Buss	Batavia	Do.
17	Corn Tual	Thompson	Manila	Liverpool
17	Mandalay (s.)	Wilson	Rangoon	London
18	Onward	Stimson	Hong Kong	Do.
18	Anchises (s.)	Butler	Shanghai	Do.

### DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan. 2	Nicholas Thayer	Crosby	Anjer	New York
9	Jeannette M. Louise	Jurjens	Sourabaya	Amsterdam
10	Bineca	Griffiths	Rangoon	Liverpool
10	John Milton	Murphy	Anjer	Cardiff
10	Thor	B. oucin	Batavia	Do.
11	Blanca Pertica	Tancredi	Singapore	Marseilles
11	Woodhall	Low	Hong Kong	Hamburg
12	Hope	Boulton	Do.	London
12	Southern Queen	Huxtable	Singapore	Cardiff
12	Sheldon (s.)	Grantham	Do.	Do.
12	Hindeberg	Johannson	Java	Do.
12	Nestor (s.)	Webster	Shanghai	Liverpool
13	Kit Carson	Spence	Rangoon	Greenock
14	Hibernia (s.)	Cato	Penang &c.	London
14	Chelydra (s.)	Gold	Singapore	Cardiff
15	Fanny	Turnbull	Anjer	Sunderland
15	Archos	Gibb	Do.	Do.
15	Offerton	Fisher	Galle	Do.
15	Glandinorwig	Lewis	Singapore	Do.
16	Conrad (s.)	De Ridder	Batavia	Southampton
16	Sarah Ann (s.)	Clarke	Galle	Cardiff
16	Berti e.	Le Conteur	Singapore	Do.
16	Grete	Roberts	Hong Kong	Do.
19	Zehlma	Sim	Penang	London

### PASSED SUEZ CANAL.

Date.	Steamer.	From	For
Jan. 12	Voorwaerts	...	Batavia
12	Ajax	...	London
16	Ulysses	...	Shanghai
16	Koning der Nederlanden	...	Nieuwe Diep
16	Glenfalloch	...	Shanghai
		...	New York

### LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, Yokohama, and Hio: Viking, Radnorshire. For Penang, Singapore, Hong Kong, and Shanghai: Glenlyon, Loudoun Castle, Glenartney.

SAILING VESSELS.—For Yokohama: Ceylon, Commissary, Countess of Kintore, Caroline. For Shanghai: Forward Ho, Belted Will, City of Aberdeen. For Hong Kong: Antwerp, Daphne, Penrith, Enid. For Batavia: Valero. For Singapore: Berwickshire, Glenisla, W. E. Gladstone. For Colombo: Medusa.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai: Agamemnon (str.), Antenor (str.). For Shanghai: Caller Ou. For Manila: Elcano, Aurrera (str.). For Batavia: Corea. For Singapore: Mohican, Cotherstone, Zemindar.

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai: Gleneagle (str.). For Singapore and Penang: Janet Ferguson. For Colombo: Thomas Hamblin.

### SPOKEN.

AGATE, New York to Shanghai, Nov. 16, 9 N., 33 W.  
COUNTY OF STIRLING, Glasgow to Batavia, Jan. 7, 49.40, N., 30 W.,  
BELLE FLOWER, Sunderland to Galle, Nov. 13, 20 N., 25 W.  
JOSEPH BROWN, Sunderland to Singapore, Nov. 19, 18 N., 25 W.  
ELIZA SHAW, London to Shanghai, Dec. 30, 5 S., 33 W.  
ISOLINE, Cardiff to Singapore, Dec. 16, 3 N., 27 W.  
OLIVET, Sunderland to Singapore, Dec. 14, on the Equator, lon. 24, 30 W.

### FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 50s. weight, 47s. 6d. meat. To Hio: 50s. weight, 50s. meat. To Nagasaki: 60s. weight, 65s. meat. To Shanghai: 42s. 6d. weight, 40s. meat. To Hankow: 70s. weight, 70s. meat. To Hong Kong: 42s. 6d. weight, 40s. meat. To Singapore: 42s. 6d. weight, 40s. meat. To Penang: 42s. 6d. weight, 40s. meat. To Colombo: 30s. weight or meat. To Batavia: 60s. meat. To Samarang: 70s. meat. To Sourabaya: 70s. meat.

Per SAILING VESSELS.—To Yokohama: 30s. weight, 30s. meat. To Hio: 35s. weight or meat. To Shanghai: 30s. weight, 20s. meat.

To Hong Kong: 27s. 6d. weight, 20s. meast. To Singapore: 22s. 6d. weight, 20s. meast. To Penang: 20s. weight, 20s. meast. To Batavia Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meast. To Colombo: 25s. weight, 22s. 6d. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel—To Yokohama: £30. To Shanghai: £30. To Hong Kong: £25. To Singapore: £23. To Penang: £20. To Colombo: £20. To Galle: £18. To Batavia and Sourabaya: £19.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 30s. To Shanghai: 30s. To Hong Kong: 27s. To Manila: 25s. To Singapore: 23s. To Colombo: 20s. To Galle: 19s. To Batavia and Sourabaya: 21s.

From Birkenhead, per ton.—To Hong Kong: 22s. 6d. To Shanghai: 25s. To Singapore: 16s. To Batavia and Sourabaya: 18s. To Galle: 16s.

## CASUALTIES.

BELFAST.—Jan. 15, the German barque Adler, from Swatow for Greenock (sugar), is ashore at Kearney Point; ship and cargo a total loss; wreck washing ashore; some ship materials will be saved; crew saved by coastguard boat.

AMSTERDAM.—Jan. 15, the ship Slidrecht, Willemse, arrived from Batavia, grounded one hour on the Zuiderhaaks, and struck heavily, making little water.

The Halia (ship), from Sunderland, for Sourabaya, is reported ashore near Varda, Denmark.

MAURITIUS.—(By telegram, dated Galle, Jan. 15): The Romeo, from Rangoon for Falmouth, has put in here, with mainmast sprung, loss of main and mizen topmasts; jettisoned a portion of cargo, 1,600 bags damaged.

CAPE TOWN.—(By telegram, dated Madeira, Jan. 15): The Staffa, barque, from Rangoon for Falmouth, has put in here leaky, and to repair damage received in severe gales.

NATAL.—Dec. 12, the Compagnia Generale, barque, of Spezzia, from Batavia for Falmouth (sugar), is outside with loss of sails, &c., but as the master has not landed the extent of damage is not yet known.

CALCUTTA.—Jan. 18, the Amaline, Watson, from London to Penang, was burnt at sea on Dec. 10; crew saved and landed here.

## MISCELLANEOUS.

TABLE BAY.—Sailed Dec. 12, Franziska, for Maulmain; 14, Loch Lomond, for Guam.

ALGOA BAY.—Sailed Dec. 2, Helen White; 7, Phaeton; 9, Lion, Alice Campbell, E. V. Almquist; all for Guam.

ADEN.—Jan. 14, sailed, Hampton (str.), for Batavia, &c., from Southampton.

GALLE.—Dec. 22, divers have occupied some days in blowing up decks, masts, &c., of the Orestes (s.), from Liverpool for China, sunk here. Sale of cargo saved up to date amounts to £2,000. All the stuff is coming up in single pieces, only a few bales just hanging together.

BATAVIA.—Jan. 16, the discharged part of cargo ex Christine has been sold, and realised £1,575; the wreck and materials have been sold, and realised £1,300.

The 18,815 boxes ex Gentoo have been sold, and realised £15,250.

ILO ILO. Nov. 25, some goods, more or less damaged, consisting of matting, fireworks, bats, and chinaware, have been saved from the wreck of the Charles C. Leary, from Hong Kong for New York, and have been sold by auction, realising \$1,642; 1,369 cases of camphor, gross weight 1,345 piculs, have also been saved, more or less damaged, and brought here, for which an offer has been received from Hong Kong of \$15 per picul.

MANILA.—(By telegram from Hong Kong, Jan. 15), the Panay, Spanish mail steamer, from Singapore for this port, is overdue.

SHANGHAI.—Dec. 7, the German barque Stella has been stripped, caulked, hawsed, and re-metalled, with some other repairs, and is at present loading teas for London.

## LAUNCH.

On the 15th inst. the Gleneagle, a screw steamer of 2,500 tons, and 320-horse power, was launched by the London and Glasgow Shipbuilding Company, for Messrs. Allan C. Gow and Co., Glasgow. She is the eighth steamer built by this firm for the "Glen" Line of China steamers since 1870. The steamers of this line have several times been first to arrive with the first cargo of new season teas.

## GENERAL SHIPPING NEWS.

LOUDBON CASTLE.—On the 15th inst. the latest addition to the splendid fleet of Messrs. Thomas Skinner and Co., the Loudoun Castle, proceeded down the Firth on a preliminary trip previous to sailing on her maiden voyage to China. The Loudoun Castle has been built and engined by Messrs. James and George Thomson, Clyde Bank, and is the sixth steamer that firm has built for Messrs. Skinner and Co.'s line. The new vessel is 2,500 tons measurement, 340 feet long, 36½ feet breadth of beam, 25 feet depth of hold, and is propelled by direct-acting compound surface-condensing engines of 400-horse power. Externally her model is very pleasing to the eye, while internally everything has been provided which will enable the vessel to travel the distance allotted her in the shortest possible time and under the most favourable circumstances. On the trial, with a superabundance of steam, an average speed equal to 13½ nautical miles on a loaded draft of 20 feet was attained, which was considered most satisfactory, and builders and owners were congratulated on the result—the hope being entertained that she would be able to make the passage between Shanghai and London in 36 days. A number of gentlemen interested in the China trade were invited to accompany the steamer, and the day being fine the outing was much enjoyed. After the average speed of the steamer had been ascertained at the measured mile, the company were invited to dinner in the main saloon, Mr. Thos. Skinner occupying the chair, while the duties of croupier were discharged by Mr. James Thomson. In a few words Mr. Thomson subsequently proposed "Prosperity to the Loudoun Castle and her Owners," which Mr. Skinner acknowledged, and afterwards proposed "The Health of the Builders and Engineers," to which Mr. George Thomson replied. "The Health of the Captain," Alex. Marshall, commodore of the fleet, who is to command the ship, was also cordially pledged. The guests left the steamer at the Clock, when she proceeded direct to London, where she will load for Shanghai, and sail early next month. The performances of the Loudoun Castle will no doubt be watched with considerable interest, as she is likely to be engaged in this year's race home from China.

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Agent for the London and China Express.

## THE AUSTRIAN MONTHLY

### ORIENTAL REVIEW.

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Subscriptions for 1876 should be sent in early, as it may not be possible later to obtain complete files.

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*Poonah...	3,136	550	Jan. 25	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, and Japan.
Mongolia...	2,833	530	Feb. 1	Mediterranean, Aden, Bombay.
*Nepaul...	3,536	600	Feb. 8	Mediterranean, Aden, Ceylon, Madras, Calcutta, Straits, China, Japan, and Australia.
Mirzapore...	3,763	600	Feb. 15	Mediterranean, Aden, Bombay.

\* Taking passengers for Bombay also by branch steamer from Suez.

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Singapore	Berwickshire	A1 11 yr.	W.I.D.	With des.
Hong Kong	Antwerp	3 Sds L.I.	S.W.I.	With des.
Shanghai	Forward Ho	A1 17 yr.	S.W.I.	With des.
Shanghai	City of Aberdeen	A1 15 yr.	S.W.I.	With des.
Yokohama & Hiogo	Caroline	90 A1	S.W.I.	With des.
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Apply at 5, Newman's-court, Cornhill, London, E.C.

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The following **SPLendid** First-class CLIPPER SHIPS will be despatched as under:—

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Hong Kong	Daphne	AA1	E.I.D.	With des.
Hong Kong	Ozaka			To follow
Hong Kong	Kaisow	A1 17 yr.	E.I.D.	To follow

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**GELLATLY, HANKEY, SEWELL, and CO.'s** regular line of steamers, via SUEZ CANAL, to PENANG, SINGAPORE, JAVA, SAIGON, CHINA, and JAPAN:—

Port.	Ship.	Class.	Tons.	Dock.	Sailing.
Penang, Singapore, Hong Kong, Yokohama, and Hiogo	Viking	100 A1	2589	V.I.D.	Jan. 22

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., Albert-square, Manchester; 1, Fenwick-street, Liverpool; 51, Pall-mall, S.W.; or 109, Leadenhall-street, London, E.C.

Steam via the Suez Canal To sail Jan. 23.

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Steamers.	Class.	Tons.	Horse-power.	Date of Sailing.
Glenartney	100 A1	2,106	33	Feb. 6
Glenorchy	100 A1	2,788	400	To follow
Glenearn	100 A1	2,120	330	To follow
Glencaigle	100 A1	2,120	330	To follow
Glenyle	100 A1	1,576	200	To follow
Glenfallloch	100 A1	2,136	275	To follow
Glenfinlas	100 A1	2,120	330	To follow
Glenroy	100 A1	2,121	230	To follow
State of Louisiana	100 A1	1,869	240	To follow
Glenlyon	100 A1	2,119	275	To follow

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To be followed by the Fleurs Castle.

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**SHAW, WILLIAMS, and CO.** will despatch the following high class vessels as under:—

Port.	Vessel.	Class.	Tons.	Dock.	Sailing.
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Hong Kong	Scindia	*AA1	894	S.W.I.	Follow
Hong Kong	Corea	A1 14 yr.	581	S.W.I.	Follow
Shanghai	Belted Will	A1 15 yr.	812	S.W.I.	With des.
Shanghai	Meibreck	A1 15 yr.	870	S.W.I.	Follow

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Tons.	Brokers.	To Sail.
Radnorshire, s.s.	1,850 Norris & Joyner	Jan. 25
Loudoun Castle, s.s.	3,470 Thos. Skinner & Co.	Jan. 30
Fleures Castle, s.s.	3,470 Thos. Skinner & Co.	To follow
Glenartney, s.s.	2,106 McGregor, Gow, & Co.	Feb. 6

**LIVERPOOL.**  
Aganemnon, s.s. ... Alfred Holt ... Jan. 26  
Antenor, s.s. ... Alfred Holt ... Feb. 3

**GLASGOW.**  
Janet Ferguson ... 521 T. Skinner & Co. ...

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**THE UNIVERSAL MARINE INSURANCE COMPANY (LIMITED)**—Offices, 35, Cornhill, London E.C. NOTICE IS HEREBY GIVEN, that the Seventeenth Ordinary General Meeting of this Company will be held at the City Terminus Hotel, Cannon-street, in the City of London, on Wednesday, the 7th day of February, 1877, at Two o'clock in the afternoon. The Transfer Book will be closed from Thursday, the 35th day of January, to Wednesday, the 7th day of February, 1877, both days inclusive. By order, ALFRED TOZER, Secretary.  
Jan. 20, 1877.

**THE EASTERN TELEGRAPH COMPANY (Limited).**—NOTICE IS HEREBY GIVEN, that the NINTH YEARLY ORDINARY MEETING of the EASTERN TELEGRAPH COMPANY (Limited) will be held on THURSDAY, the 25th January instant, at Two o'clock in the afternoon, at No. 1, QUEEN VICTORIA STREET, in the City of London, to receive the Directors' Report and Accounts, to elect retiring Directors and Auditors, and transact the ordinary business of the Company.—By order of the Board, GEORGE DRAPER, Secretary.  
London, Jan. 16, 1877.

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15, RUE DE LA PAIX, PARIS.  
VERITABLE AMBROSIAL CREAM for shaving.  
FASHIONABLE PERFUMES for the handkerchief.  
STILBOIDE for the hair.  
SAPOCEIT, toilet soap.  
EAU DE COLOGNE (preparation spéciale).  
POUDRE DE CYPRISS for the complexion, ni fard, ni bismuth, ni produit chimique.  
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FROM CHINA AND JAPAN,  
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**LIST OF AGENTS.**  
THE NINETEENTH Volume of this JOURNAL, commenced the 2nd day of January, 1877. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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